Weather

Fine and cold weather. The maximum temperature yesterday was 60.8 and the minimum 36.9, the figures for the corresponding day last year being 60.1 and 36.4.

The China Press
大陸報

The Mail Box

MAILS for America and Europe, Str. Tenyo Maru, Dec. 1.
FOR Europe and way ports, Str. Lahore, Nov. 30.
FROM America and Europe, Str. Emp. of Russia, today, a.m.
FROM Europe and way ports, Str. Dunera, Dec. 11.

NO. 3166 VOL. IX. Registered at the Chinese P. O. in China" "with special marks privileges for transmission 百零年十月十八日 SHANGHAI, SUNDAY, NOVEMBER 27, 1921 大正四年 第三種郵便物認可 20 CENTS

Motor Show Opened; Amazes All Visitors With Extent Of Exhibits

Biggest Crowd On Record At Auto Show

TWENTY Five hundred people hesitated and then turned back and they kept on turning back till the music's wind and fingers gave out after a vain effort to prove that the musicians could play down the heftiest lot of dancers that ever vibrated a Shanghai floor.

The musicians failed, but who can blame them, a handful against the dancing population of Shanghai. Too heavy said Porthos, also the musicians at the auto show.

But the dancers said "Alas," or other words that begin in "D" and ordered their cars for the homeside. It was a huge night, a great night and a whale of a night, went the voting.

Mme. Wilden Unveils Doors At Noon—Crowds Throng Big Matshed Till Midnight

CHINA PRESS CARS

Will Present Subscriber Tls. 3,350 Willys-Knight Auto—Get It?

Vive le Auto Show!

When Madame H. Wilden, the wife of the French Consul General, jerked the string that unleashed the two large French flags that draped the entrance to the pavilion, she opened the greatest single exposition of commercial development and entertainment in the history of Shanghai, and established as well an entente cordiale between the various interests that go to make up Automobiledom in China.

The picture presented with the opening ceremonies, with the guards of honor, bands playing and flags flying was one that will be long remembered in the big events of the annals of this city, as one of the greatest successes that has been achieved.

Members of the diplomatic body, consular services, prominent Chinese and foreign business men and local officials were present for the occasion and as Mme. Wilden gave the big show its official start the guard of honor stood at attention. Mme. Wilden was welcomed by Mr. C. R. Burkill, chairman of the show committee, who presented her with a gold vanity case suitably inscribed. Little Miss Valerie Honigsberg then presented her with a bouquet and Consul-General Wilden made a brief speech in response. The committee and invited guests then made the rounds of the exhibits and drank a toast to the undertaking's success.

DECORATE SCENE

The interior of the pavilions has been decorated with a care and thought that could not be duplicated in some of the greatest of the Automobile expositions in Europe and America.

Glittering enamels and lacquers on the bodies of the exhibition cars give a striking example of the progress in the automobile and allied industries in this city.

The larger exhibits have been arranged, not only as show rooms but are also provided with divans and seats for the visitors who may be surfieted with the variety of the displays.

The exhibit of the Wah Chang Trading Company near the main entrance to the show pavilion is one of the first that greets the eye of the spectator. Three Nash cars have been placed on exhibit, but the exhibit of the Wah Chang company has been made additionally interesting with a tastefully arranged floral display.

In the center of the show the tire pyramid of the Honisberg exhibit attracted marked interest from yesterday's spectators. The pyramid has been built from 365 automobile tires and stands about twenty five feet high.

The enamel work on the cars in the Honisberg exhibit was done in the local shops of the company and gives a concrete example of the very high class work that has been accomplished here with the native workmen. In comparison with the enamels and paint work on the imported cars the examples of the local work stand heads high above the stock cars from Europe and America.

SHOW ENAMEL WORK

Enamel work in the process of application as it is done in the shops is exhibited in the space of the Central Garage Company. The Central exhibit shows a car with various stages of the building of the body, together with the different coats of enamel that are applied to achieve the high lustre of the exhibition cars.

France has long been known as a country with a faculty for tasteful decoration and the space which holds the De Dion Bouton car, made in France, is no exception to this rule. Three cars have been exhibited, with one on a raised dias. These cars are light models of medium horsepower.

Everyone in Shanghai has been familiar with the trackless trolley cars which are perambulated by the sea-going "motormen" through the narrow side streets of the city which will not admit the laying of tracks. However, the motor tram built on a Thorndyke truck chassis and exhibited in the space of the Shanghai Electrical Construction Co., Ltd., has been made a work of art, instead of the humdrum human cargo vehicle. This company has in addition a freight lorry which has been built on about the same plan as the trackless trams and also a large bodied truck built for The Aquarius Company. This latter truck might bring tears to the eyes of Baccus if he could remember that it is a "water-wagon," but the work and finish on the truck would bring a smile of delight to any motor truck enthusiast.

Horse shoes and bridles have been excluded from the exhibit but the provision has not prevented the Shanghai Horse Bazaar & Motor, Co., Ltd., from presenting a display of Studebakers that in itself presents the reason why old Dobbin has sought pastures new. Shanghai Neddies will have no more fear of long hours when more cars like these are in use.

Through some secret alliance between the realms of motoring, speed boat enthusiasts were taken into the fraternity years ago and it is to appease the motor-boat friends that the wonder exhibits of such firms as the New Engineering & Shipbuilding Works, Ltd., have been included. The builders of the "Speedy" marine motors have five motor boat gas engines on exhibit ranging in power from six horse power to 110. All of these motors have been built in Shanghai and have been displayed together with fittings and accessories that can only be duplicated in the larger manufacturing centers of the old established continental cities.

Two hydroslider boats fitted with powerful aeroplane engines and air propellers have been placed in the space alloted to the Societe Franco Chinoise de Construction of Klousin, represented in Shanghai by Olivier & Co.

The motor on the hydroslider is a 90 H. P. Salmson engine and when going at full speed will drive the hydroslider at a speed of fifty miles an hour.

Last night the huge marine searchlight in the exhibit of the General Electric Company of China, Ltd., which has a diameter of twenty-one inches was turned on with full force from the roof of the pavilion.

"General Electric" has an exhibit of every possible electrical accessory

(Continued on Page 2)

Today's Program

The big motor show is now open and during the season there will be a constant succession of attractions. For today the program is as follows:

3 p.m. Doors opened
3:30 p.m. Carlton Orchestra; Dancing.
9 p.m. Carlton Orchestra; Dancing.

Also concert of vocal and instrumental music:

Songs—"Good-Bye" .....Tosti
"Bird of Love Divine" ..Hadyn Wood
Mrs H. W. Allison
Accompanist ...Mr. D. J. Donne
Song—"The Two Grenadiers" ..Schumann
Mr. H. E. Muriel
Saxaphone .....Mr. Cushman
Songs—"The String of Pearls" ..Lyalle Phillips
"When Thou art Far" Landon Ronald
Mrs. W. Lyle
Songs ....."The Sunshine of My Smile"
"Un Peu d'Amour"
Mr. Speelman
Songs .....Selected
Mr. Brookes

The Town Band will play:
1 a.m.—Show closes.

Participants In Opening Of Shanghai Auto Show

IN FOR HARD TIMES SAYS SEN. PHELAN OF JAPANESE

California Senator Sees Nippon Hanging Onto Ropes In Commerce

Pointing out that Japan has more serious difficulties to face than that of emigration, Former Senator James D. Phelan of California, who arrived in Shanghai yesterday from Peking, declared that the people of the Pacific Coast will never allow themselves to be swayed into consideration of the admission of more Oriental immigrants and sounded a warning note to China in the matter of organisation for the resistence of Japanese economic domination.

Mr. Phelan, who was also at one time Mayor of San Francisco, spent some time in Japan, then travelled overland to the Chinese capital, where he stayed some days before coming here.

"I spent two weeks in Japan," Mr. Phelan said, "and informed the public there through the press and in interviews that the Pacific Coast of America is a unit against further Oriental immigration, because the native population neither can nor will meet the competition.

"It is a question now how to assimilate those who are there.

"Japan has worse problems than immigration to solve. Her exports are dwindling on account of the high costs due to wages and taxes. She is importing more than she can pay for in commodities and is trying to keep up her currency by drafts on her stored gold.

"She wants the China and all neighboring markets and it is 'the nose of the camel' which China fears—and may well fear.

"China appears to me to be on the surgeon's table and to relieve her pain Japan offers as a remedy anesthasia—and that is all of 'Asia' that China is likely to retain, unless she wakes up.

WANTS OPEN DOOR

"America is demanding the open door for all nations, but bad faith is being shown, I fear, by the powers which already have partitioned China and want more. The Conference will settle the matter. Either it is a real open door, or more ships. Japan, without an alliance, cannot support a larger armament. The question then is, shall another power pick the chestnuts out of the fire for Japan and alienate the Western world.

"The Chinese," Mr. Phelan concluded, "are an interesting people, but lack organisation and patriotic purpose. They sorely need a leader or a friend. With a leader they could hold their own, but they can hardly expect another nation to take up arms to protect their territorial integrity. But America could enforce its demand for an open door by cutting off intercourse with the offender, and China can as well enforce rigidly its boycott to secure fair treatment."

Tax 'Em For What?

U. S. Navy Radio through Reuter

WASHINGTON, Nov. 24.—President Harding today signed a number of Bills, the most important being the Maternity Taxes.

Oh Yes, You Know, We Like To Go To Auto Show

By Elsie McCormick

We don't know just who originated the idea of holding automobile shows. But we have an idea that 'way back in the days of the Pithecanthropus and the Piltdown man, everybody who could whack out a little stone-wheeled cart lined it up once a year with a lot of other stone-wheeled carts. Then all the ladies in the neighborhood dressed up in new coverings of nice, fresh earth, filed their front teeth to a more fashionable point, threw a buffalo skin over their shoulders, and went out to choose a cart fitted in the shade of stone that would best suit what they mistook for their complexions, and which would set hobby back to the extent of 7,000 clam-shells.

They've been doing it ever since, even though they now use white earth that they buy in fancy little boxes, instead of the clay in front of the caves, and wear furs with sleeves and silk linings in them, instead of the way they come when they have just stopped covering a bear cat's department of the interior.

And now they've gone and introduced the custom to Shanghai. We were over at the Automobile Show yesterday afternoon, but we didn't pick out a motor-car. That is, we picked out several, but we haven't let the salesmen know it yet, and unless we strike oil on our roof-garden or dig something out of the cellarette more valuable than old gingerable bottles or empty sardine cans, they probably never will. Someday we are going to get a donkey, an ice-pick, and a canteen and go on a gold-hunting expedition to the nearest hills. That is all the equipment they ever have in the movies and everybody knows that they always strike paydirt in the fourth reel just in time to lift the mortgage on the old farm, and to rescue little Mabel who is about to go on the stage to do the Oubabi, or some other South Sea Island dance.

SOME LONG BRIGHT CARS

Anyway, even if we did have something in our purse besides hairpins, we'd have as much trouble picking out a car as a boy with his first ten cents experiences when confonted with a candy-store.' There's a Rolls-Royce in the Horse Bazaar exhibit with a nickeled hood and a light chocolate tinted body that holds the record as the most expensive car in the show; a Buick in the Honigsberg group with a Shanghai-built body that includes such pieces of anatomy as blue cloissone and silver, to say nothing of blue brocade velvet that looks as if it had been fitted to form by the Callot Soeurs; and a Sunbeam car in the Central Garage exhibit that is so long that one instinctively looks for the caboose. By tomorrow morning part of the Honigsberg space will be taken up by a black Buick laudalet with solid gold handles on the doors, gold fixings inside, and black velvet on the seats that could be stripped off any time and used as an evening gown.

Then we also noted a long, bright car that looked like an elongated orange squash, and another long, bright car that must have been painted to match the background of the lady with a harp on an almost-national flag. The latter machine was finished with green taffeta inside and had gold circles around the solid wheels, a gold bar in front, gold handles on the doors, and a gold lady about to dive over the radiator into a Shanghai mud puddle, though we must say that if she did any diving in that costume at Long Beach, California, there would be a dozen calls for the Barrel Squad.

Another car that we liked because it was a thousand taels or so nearer our possible resources than the others and therefore only about as far away as the moon was the little Albert roadster in the booth of the China Mutual Trading Company. It had a silvery hood, lines as snappy as any produced by milliners, corsetieres, or the engineers of a funny column, and nifty little headlights about the size and shape of Easter eggs. Somehow we liked that Albert car and something tells us that the dust from other makes isn't very likely to obscure its windshield.

CHINA PRESS CAR

There are just two machines in the show which we couldn't buy even if we had the money and that we couldn't win if we had the lucky number. One of them is the five-passenger Dodge, at present parked in the exhibit of the China Motors, which is to be given away to a subscriber of the EVENING STAR; and the other is a Willys-Knight, de luxe, looking out from the safe pastures of the Central Garage, which is to be taken by a subscriber to the CHINA PRESS. After giving them both an optical massage, we were tempted either to resign for a week so that we could buy a subscription, or else get one anyway under the name of Lillian Russell or Mother Machree or something. Incidentally we were surprised to be reminded that there is a separate make known as the Dodge car, because when we try to cross the street, they are all Dodge cars to us.

In any case, the Dodge is good-looking, five-seater with a long-handled, very flexible gear change, which means that the driver doesn't run any chance of picking up the foot of the young lady next to him when he tries to change speeds, a narrow rubber windshield cleaner attached to the glass, and a plate glass window in the back instead of the usual little oblong of celluloid. The Dodge, which is at present the second most popular car in America, has made a remarkable record in trips across the Mongolian tableland and the Gobi Desert to Urga. A strong engine is more important than silver door-knobs or platinum cigarette holders in the journey across Mongolia, for the only service stations on the route consist of felt-covered yurts where it might be possible to borrow a camel and a tow-line for a very respectable consideration.

SLEEVE VALVE MOTOR

The car to be given to a subscriber of the CHINA PRESS has a white body, a sleeve valve motor, which, we understand vaguely has nothing to do with sleeves, and an engine known as the 'Silent Knight,' which somehow doesn't sound appropriate to Shanghai. We don't know any more about engines than a porcupine does about the Disarmament Conference, but we do know that nifty-looking Willys-Knight is just the kind of

(Continued on Page 6)

JAPAN FIRM FOR SEVENTY PERCENT IN NAVY POWER

Cabinet And Council Unite In Demand; Queer How Was Long Foreseen

(Trans-Pacific Public Ledger—China Press Exclusive Service)

Tokio, Nov 26.—The Cabinet with the approval of the diplomatic advisory council today made known its decision to stand firm for the ratio of 70 percent of the British and American naval strength and has instructed the Washington delegation to that effect according to the most reliable information that could be obtained here from what is believed to be an authoritative source.

After three days of apparent apathy toward the naval issue, public and official interest suddenly has been aroused and the officials are busy explaining the justice of 70 percent and the injustice of the 60 percent allotment.

Cables from special correspondents to the Tokio newspapers now in Washington are largely instrumental in awakening this interest, their cables being filled with hints at "America's dictation regarding Japan's vital defensive needs."

URGE FIRM STAND

They are urging the nation to stand fast and assert its rights as a sovereign power, refusing to accept the decision of others regarding its own national defense.

The press is unanimous in supporting the 70 percent demand with the notable exception of the Osaka Mainichi which probably is Japan's most influential journal. It points out that 60 percent is much better than Japan could maintain if the armament race is kept up.

High officers of the navy today recalled that the 70 percent ration was decided upon before Admiral Kato left Japan, which is quite odd since none then knew what Secretary Hughes was about to propose. One of the highest officials in the navy told the Ledger-China Press correspondent today that he did not believe Japan would offer concessions on the ratio issue unless, in return, the United States made concessions on Pacific fortifications. He said:

"Undoubtedly, Japan will introduce the fortifications question but the agenda calls for the discussion on that issue as a separate matter."

He admitted that all decisions are up to Kato who is practically fighting the battle on the ground with little consultation with Tokio. Official contentions, he said, are that Japan is now entitled to a ratio far above 70 percent, hence the American proposal calls for great concessions from Japan.

Charts have been prepared showing the proportion of capital ships at present that Japan is entitled to are nearly 75 percent. Some of the newspapers are declaring that, based on these charts, Japan's quota should be ninety percent rather than Mr. Hughes' 60.

CONFERENCE CRISIS IS NEAR--ALL WAITING NEW BOMBSHELL OF HUGHES

Delegates Marking Time Or Flying Balloons To See Which Way Wind Blows On Navy And Other Questions—Up To Chinese To State Demands, But They Make Fabian Fight

AWAITING AMERICA'S NEW HAND

Navy Reduction Near But Japanese May Balk On Shantung And Manchurian Questions Tho' Great Aim Of Conference Is Believed Assured

BY NATHANIEL PEFFER
(Trans-Pacific Public Ledger—China Press Exclusive Service)

Washington, November 25.—Notwithstanding glowing reports of progress, this week end sees the Conference somewhat entangled in generalities and various delegations fencing for an approach to details which are certain to bring some friction into the deliberations.

All sides are hesitating to tackle controversial subjects, but it is felt that they will inevitably come to grips in the next few days. Some impatience is being shown at the way the Conference delegations are wandering off into innocuous generalities and at the enmeshing secrecy whereby only the merest scraps of information are given out.

It is now believed that the success or failure of the conference hangs on whether China will take the offensive and lay down demands for redress, but the Chinese are nervous and hesitating, undecided in policy, they prefer to wait to see what America's hand may hold.

It is reported that the American delegation also is undecided because it is uncertain what methods of procedure to adopt, but it is also known that Secretary Hughes has a concrete program and is not willing to resign himself to the drifting policy that seems to have come over the conferees.

Secretary Hughes, it is believed, will bring the conference to concrete issues before long and it is certain that a crisis will come before the end of the month when we can judge what are the prospects for a constructive settlement.

All sides now are sending out trial balloons on naval limitation, Anglo-Japanese Alliance, Status-quo in China and whatnot. They have not properly settled down to business since the first formalities of entertainment and sizing one another up were over.

Present beliefs are that Japan finally will concede the position set forth by America on navy strengths, but will not yield other essential matters on the program such as Shantung and Manchurian questions.

ROOT WORRIES DELEGATES
(Special To The China Press)

Washington, Nov. 25.—The Far Eastern negotiations are complicated by disagreement over the meaning of the principles adopted in the Root resolution.

It will become a live issue when the conference resumes its sessions. Some Chinese declare that if the conference adopts the British viewpoint in the matter, China must withdraw. The British interpret the open door as including the Chinese acceptance of the consortium plan and the pooling of Chinese railroad concessions, which the Chinese declare means the virtual internationalisation of China. However, it is generally believed that it is possible to avoid an impasse for the present at least.

It is pointed out that the British view has been expressed unofficially and has not yet been formally adopted even by the British.

"WHAT IS CHINA GOVT."

Washington, Nov. 25.—"Where and what is the Chinese government" are the questions asked with increasing persistence as the conference gets deeper into the far Eastern problems.

Owing to the popularity and prestige of Dr. Alfred Sze, there has been reluctance in forcing this issue, but the French delegation went straight at the topic yesterday. The matter did not end there. It is bound to come up afresh as proceedings touch the issues regarding which official statements must come from the Chinese government.

The credentials of Drs. Sze, Koo and Wong must arrive before the moment when it is necessary to define territorial limitations of China. Affairs here are tending unmistakeably in the direction of some specific form of international supervision of Chinese finance and railroads on the consortium plan. The Chinese delegation vigorously opposes such suggestions, but everything indicates that it will sooner or later be submitted in a way difficult for the Chinese to resist. Every possible guarantee will be given that no power shall seek to infringe upon Chinese sovereignty.

NON-COMMITTAL ON FRANCE
(Trans-Pacific Public Ledger—China Press Exclusive Service)

Washington, Nov. 25.—Premier Briand's eloquent appeal telling why France refuses to agree to land disarmament on account of the German menaces has brought a response from Balfour, Schanzer, Kato, Hughes and Marchiennes. It is not thought probable

(Continued on Page 4)

IS THIS YOUR CAR?

It's Free—A Brand New Willys-Knight!

Some CHINA PRESS subscriber is going to be presented with a latest model Willys-Knight motor car, value Tls. 3,350.

Also, some subscriber to THE EVENING STAR will be presented, absolutely free, with one of the 1921-model Dodge cars.

In explanation:

Anyone subscribing to THE CHINA PRESS for a period of two and a half months at the usual rate, $5, will be given a numbered receipt. One of those numbers has been assigned to the car. The same applies to THE EVENING STAR presentation, but the $5 subscription entitles the subscriber to issues of the paper for three months.

Subscriptions may be either new ones or renewals, and may be for any period, but a receipt is issued for each two and a half, or three, month period.

Subscriptions may be made either at THE CHINA PRESS-EVENING STAR BOOTH or at the office, 41 Canton Road. For further particulars call at the booth.

SEE THE CARS AT THE SHOW

She Opened The Show

MME. H. WILDEN

Auto Show Is Our Delight, Auto Last All Night

(Continued from Page 1)

that could be used on a motor car, in the garage or machine shop, and in addition a very complete display of other electrical appliances.

An example of the infinite variety of electrical auto accessories that is on display in the General Electric exhibit was a small hand generator arranged for use as flash light. This generator has been enclosed in a casing that will fit the hand and according to the electrical experts who have seen the invention in Shanghai it is the nearest approach to an indestructable torchlight that has been placed on the market.

Although most auto dealers will never admit the truth that cars have been known to break down and tires blow up, the exhibit of the Far Eastern Oxygen and Acetylene Co., Ltd., with their repair work and equipment ought to give new heart to those motorists who have a horror of a break.

Another claim of the motor car salesmen, i. e., "Our cars run as smooth as silk on air," has at last been proven to have some truth in it. Witness the exhibit of S. K. F. Company Ltd., with their arrangement of the Chinese Ball Bearing Company, who have placed a miniature pelton wheel before an electric fan and transmitted the power of the air driven from the fan through a series of pullies and shafts,—all of these running on ball bearings.

The stuff that makes the bus go, —"gas" in America; "petrol" in Europe, is displayed by the Standard Oil in a well arranged exhibit, by the Texas Company, and by the Shell Company, represented by the Asiatic Petroleum Company.

Andersen, Meyer & Co. Ltd., have achieved a high point in motor exhibition with their display of the Milburn Light Electric.

The setting for the Milburn has been arranged as a fitting tribute for a high grade production. The background is a most pleasing note in the harmony that exists in the exhibits.

Over in one corner of the exhibit pavilion there are a group of maps, posters and comfortable lounge space. This exhibit is perhaps one of the most significant and interesting one of the entire show,—the space is occupied by the Good Roads Movement of China.

The work of the movement here is under the direction of Dr. Cheng Ting-wong, and if the announced plans for the improvement of roads are any criterion, the movement should receive the hearty support not only of every motor car owner but every one interested in China's development.

SEE US FOR INFO

"Where can I find the Cafe?" "Where is the Telephone?" "Please help me find my baby."

Through some oversight, the management of the Auto Show overlooked the necessary information bureau and this duty has been taken over by the staff of THE CHINA PRESS and THE EVENING STAR who are on the job at their exhibit.

Crowds of people yesterday surged against the railing of the "Star Self-starter," the lilliputian paper which is being published daily at the show. They were interested in the workings of the linotype, the press and the typesetter.

The happy gang in charge of the booth were aided in their work with the presence of the patron saint of THE CHINA PRESS, a paper and paint figure of "Jiggs", and "Toots" of THE EVENING STAR.

The announcement yesterday afternoon in THE EVENING STAR of the gift plan for giving away two automobiles, brought a remarkable response from the interested visitors to the booth. THE CHINA PRESS will give away a brand new Willys-Knight automobile, valued at Taels 3,350 according to the following plan:

Any man, woman or child who subscribes for THE CHINA PRESS for two and a half months at the $5 rate will be given a numbered receipt. A drawing will be held and a number selected which will decide the winner of the car.

The Carlton staff opened the ball room last night with a "gas" jazz ball. A feature of the entertainment was the singing of several of THE CHINA PRESS—EVENING STAR contest songs at 1 a.m. by Aaron Glemby, who was the hit of the Shrine Minstrel Show. The winners of the contest will be announced later by the judge of the contest, Mr. Frank Barron.

The management of the Auto Show announced last night that they were making preparations for a rush of Sunday visitors to the show today. Nearly all of the downdown places of amusement will be closed and the crowds are expected to find their way to Shanghai's first Auto Show.

Miss Valerie Honigsberg
(Who presented Mme. Wilden with a boquet following the official opening of the show).

DEBILITY

SCOTT'S Emulsion builds up weakly men, women and children in a *most remarkable* way.

It gives health, strength and vitality. It enriches the blood, fortifies the lungs and strengthens the nerves. Insist on genuine

SCOTT'S Emulsion

IMITATED BUT NEVER EQUALLED

How To Reach The Auto Show

By tram—

Rue du Consulat and from the French Bund straight out Avenue Joffre to the show on the French Tramways.

By Motor Bus—

The big China Garage Company bus leaves the French Bund at the corner of Rue du Consulat every few minutes. It goes direct to the show grounds.

By Ricsha or Motor Car—

Out Avenue Joffre to the show.

Out Great Western Road, turning into Rue Bourgeat.

Adml. Bullard Goes To Peking

(China Press Correspondence)

Peking, Nov. 22.—Rear Admiral W. H. Bullard, now in command of the American forces on the Yangtsze River, is on his way to Peking, to consult with the American minister about the situation on the river.

Admiral Bullard arrived from America about two months ago, and took up his duties at his new post. His flag-ship, the Isabelle, is a converted yacht, that operated during the Great War, and is credited with having sunk a submarine off Brest.

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CURZON'S TALK DIVIDES PRESS

(Reuter's Service)

London, Nov. 25.—British press opinion on the references to France in Lord Curzon's speech yesterday is divided. One section, while understanding France's fear of Germany, points out her ability to rely on the assistance of her fellow-nations in case of attack and emphasises that, if France, however, chooses a policy of isolation, she will expose herself to terrible dangers from her old antagonist.

On the other hand, the papers particularly tinged with Francophile sentiments declare that the speech was unfortunate and criticise the inconsistence of British policy and defend France's attitude in the Middle East. They declare that Lord Curzon has backed the wrong horse.

FRENCH ARE SURPRISED

Paris, Nov. 25.—The papers are surprised and hurt at the tone and tenor of Lord Curzon's speech which is regarded as representing the official British views.

The Figaro and the Journal among others protest France's friendship to England and earnestly hope that Allied relations will not be disturbed by misunderstandings.

They suggest that, while agreement between Britain and France in every direction is humanly impossible, union may be reconstituted on the principle that each shall approach the problems firmly determined to find a common solution.

BRIAND'S HOT SHOT

New York, Nov. 25.—M. Briand, prior to sailing today for home, questioned regarding Lord Curzon's speech, merely asked what interest have friends and allies to argue with one another when they are sitting in conference with the object of securing the peace of the world.

Persian Oil Fields Leased To Americans

(Reuter's Service)

London, Nov. 26.—A telegram from Teheran states that the Parliament has granted a fifty years' concession to the Standard Oil Company to exploit the oilfields in the Northern provinces. The measure is expected to revive a trade opening in the north to foreign enterprise.

Study at Home

HIGH SALARIES paid expert chemists. With growth of manufacturing industry in China there is an increasing demand for trained chemists. We teach Analytical and Industrial Chemistry, Chemical Engineering, Metallurgical Chemistry, Pharmacy, etc. There are 293 I. C. S. Courses. Some of them are listed below.

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Please send me information about the Course I have marked below.

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Civil	Management	Architecture
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Chemical	Bookkeeping	Navigation
Marine	Accounting	Gas Engines
Steam	Foreign Trade	Farming
Mechanical	Advertising	Plumbing
Mining	Salesmanship	Cotton Spinning
		Cartooning

Name .....
Address .....

THE FIFTH WISE MAN

"I'll wait a while before buying my life insurance," said the first wise man. He had to pay 15 per cent more because the cost had increased.

"Next year will be just as good," said the second wise man. He died six months later.

"I'm in no hurry—I can get insurance any time," said the third wise man. He discovered his error later, when the doctor told him he was uninsurable.

"I'll have more money for insurance in a couple of years," said the fourth wise man. But a reckless chauffeur ran over him, and the day when he can buy insurance has passed.

Now there was a FIFTH man and he bought his Life Insurance from the Asia Life Insurance Company when he had the chance. He isn't worrying any. Neither is his family.

ASIA LIFE INSURANCE CO.

MAIN OFFICE: 15 NANKING ROAD, SHANGHAI

Branches:

18 Taiping Road, Hankow—21 Rue de France, Tientsin

NO ACCOUNT TOO LARGE TO HANDLE

THE AMERICAN-ORIENTAL BANKING CORPORATION

NO ACCOUNT TOO SMALL TO SERVE

SERVICE

——"An act on the part of one, performed for the good of another, that terminates profitably to the mutual benefit of both."

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College And School Notes

ST. JOHN'S UNIVERSITY

The annual translation contest was held on Tuesday, November 22. About twenty students participated in the competition.

Dr. G. M. Dutcher, professer of history in Wesiyan University, Middle Town, Connecticut, who recently arrived in Shanghai, delivered a series of five lectures to the student body of St. John's on the subject "How the Americans laid the foundation of their government." He divided the subject into five aspects, geographical, population, economic, political and constitution, and each lecture of his was a discussion of one of these aspects. He delivered his fifth and last lecture on Friday, November 25, before the Literary and Debating Society.

Messrs. K. P. Yang, Z. T. Zau and L. K. Zung, members of the senior class, have been recommended by the Shanghai Y.M.C.A. to teach bible for the employees of the Chung Hwa Publishing Company. They are using the English text with Chinese interpretations. Classes were begun last week.

The University Christian Association under the able leadership of Mr. K. P.Yang this year has conceived a new idea of social work, that is, to expand its scope to the village of Zau Ka Doo. Educational work for the children of the China General Industrical Factory on the Brenan Road is to be the first item on their program. "Common knowledge" and recreation are the two subjects being taught at present. The association is planning for future development.

SOUTHEASTERN UNIVERSITY

In view of the fact that the time originally set for the formal opening of the University—Dec. 23 to 25—is too close to the end of the year for people to come to attend the exercises, it has been postponed to a later and more convenient date which will be announced as soon as it is decided upon.

The University is undertaking a big building program this year. Two buildings are already under way, namely, a middle school class room building and a gymnasium, at a total cost of 87,000 dollars. Other buildings will be added as soon as the plans are finished, such as a library and science hall.

MORNING STAR GIRLS SCHOOL

The Morning Star School for Girls, in Zikawei, has 300 students enrolled this year. There are special courses in English, French, drawing and piano, beside the regular classes of the academy.

A new dining hall has been erected on the campus, a part of the extension plan of the school. It will be equipped with the best furnishings for a modern school dining hall. The alumni takes an active part in the extension work and in order to raise some funds for the new building they have planned an entertainment for Dec. 3, to be held at the school. Many enthusiatic workers are busily engaged now in arranging the program.

FARNHAM GIRLS' SCHOOL

Miss E. Eddy, principal of the school, has gone to America on furlough, and now Miss M. D. Morgan is the principal of the high school department and Miss M. E. Cogdal the principal of the preparatory and kindergarden departments.

NEW PEKING APPOINTEES

(Reuter's Pacific Service)

Peking, Nov. 23.—A mandate issued today appoint Mr. Tsing Yi-chen (Counsellor of the Cabinet) Special Commissioner to investigate Frontier Affairs. General Liu Yi is appointed Chief of the General Staff in Shensi, and Major-General Hsu Hung-ping is appointed Lieutenant-General.

MUTT & JEFF — Mutt Slips Jeff A Just Reward — By Bud Fisher

SOME WEEKEND I SPENT WITH SIR SIDNEY, BUT AFTER ALL THERE'S NO PLACE LIKE HOME
A. MUTT
GREETINGS, JEFF! I WANT TO THANK YOU FOR TAKING CARE OF MY SHACK WHILE I WAS AWAY! HOW IS EVERYTHING?
FINE, MUTT! WELL, THERE WAS A FIRE IN YOUR BEDROOM LAST NIGHT!
AS LUCK WOULD HAVE IT I WAS HERE WHEN THE FIRE STARTED OR YOUR HOUSE WOULD HAVE BURNED DOWN!
HOW DID THE FIRE START?
I WAS CARRYING THE LAMP AND DROPPED IT! IF I HADN'T BEEN HERE WHEN I DROPPED THE LAMP THE FIRE WOULD HAVE DESTROYED YOUR HOUSE IN NO TIME AT ALL!
?
?
SAP!

Conference Is Stagnant; Waits Hughes' Bombshell

(Continued from Page 1)

that a split will develop over the matter, as all sides are promising sympathy to France and help if she is attacked, but there is no move resembling a pledge or alliance.

Balfour, recalling that England went to war once to protect the Allies and did not repent the loss, said that she would do so again, but stressed the fact that she will support only a policy of non-aggressive armaments.

Secretary Hughes was equally non-committal and the situation therefore is unchanged, the only concrete result being the certainty that it will be impossible to touch land disarmament at this conference.

Whether this will affect British action in naval reductions is not known, but it is not probable. British official spokesmen talk at some length to the correspondents regarding the Alliance with Japan and repeat the Lloyd George statement that Britain cannot drop a faithful ally because she is not needed now.

Washington is overrunning with rumors of various secret deals among the various parties at the conference, secret conversations settling different questions before the plenary sessions. The atmosphere is becoming more like that at Paris. An important action is taken up and the whole action thrown before committees.

There is a feeling of uneasiness over reports that the Peking government is unstable and that the smash may come before the conference ends.

TREATY PLANNED

(Special To The China Press)

Washington, Nov. 25.—There are indications that the American opinion is turning from the idea of an international understanding to a formal treaty as the best means to clinch the accomplishments of the conference. It is said that one or two of the American delegates strongly oppose a mere understanding.

LEE NOW ILL

(Special To The China Press)

Washington, Nov. 25.—Lord Lee is confined to his bed with an attack of chill. Shidehara, who is ill from overwork and an attack of malaria, is resting easier.

Woman's Club Notes

The Executive Committee of the Mother's Department of the American Woman's Club will be "at home" to all members or women hoping to join the Department this year, on Wednesday afternoon from 4:30 to 7:00 at the house of Mrs. R. T. Bryan, Jr., 25 Route Ghisi. Everybody come and become acquainted with everybody else.

LITERARY DEPARTMENT

The Literary Department of the American Woman's Club will meet Friday afternoon at 4:30 o'clock at the Royal Asiatic Society Hall, when two papers will be given.

Miss Geralding Townsend will read a paper on "The Glorious Yu," and Mrs. Beaman will read her postponed paper on "The Ancient Records, How They Were Preserved."

Golden State Arrives In Port

The steamer Golden State of the Pacific Mail arrived yesterday with cargo, mails and a full passenger list from the United States. The vessel will be dispatched for Manila and Hongkong at 11 o'clock this morning from the China Merchants' Lower wharf.

Among the arrivals in Shanghai on the Golden State were Mr. A. J. Israel, Capt. W. H. Lunt and Mrs. Lunt and Mr. and Mrs. Spunt. Among the through passengers on the vessel who are bound for Manila were Dr. Etha Hemphill, Mr. H. P. Malloy, Judge Albert E. Williams and Mrs. Leonard Wood and Miss Luisita Wood.

PORTO ROSA MEET ENDS

(Reuter's Service)

Porto Rosa, Nov. 25.—The Conference which has been sitting here for a month under the auspices of Italy to regulate various questions, affecting the States formed from the old Austro-Hungarian Empire, closed today with the signature of eighteen protocols, conventions and resolutions by the States concerned relating to postal, telegraphic and railway traffic between them and other matters.

News Brevities

The British warship Gnat under command of Lieut-Commander Cosmo Mastings, is due to arrive at Shanghai today to be refitted.

* * *

Mr. T. Funatsu, the newly appointed Japanese consul to Shanghai will arrive here from Tientsin on December 6 according to messages received yesterday. Mr. K. Yamasaki will leave for Japan immediately upon the new consul's arrival.

* * *

Rear Admiral W. M. Bullard, U. S. N., in command of the American patrol on the Yangtsze, is shortly to visit Peking to confer with the American Minister on the present situation on the river.

* * *

Dr. S. R. Wakefield, American Red Cross, who has been serving with the Sanitation division, Chinese Famine Relief, sailed for the United States yesterday on the steamer Hamer.

* * *

Mr. W. R. Giles was appointed Peking correspondent of the London Daily Mail during the recent visit of Lord Northcliffe.

* * *

The usual Sunday afternoon tea dance will be given this afternoon at 4:30 at the Cercle Sportif Francais.

* * *

Four hundred and fifteen cases concerning house and rent problems were up in the Mixed Court in the last eleven months, according to a report made by Magistrate Kwan to the Civil Governor of Kiangsu and published in the Chinese press. He also notified the civil governor that measures had been taken to prevent further increases in rents.

* * *

The Ministry of Agriculture and Commerce has granted registration to the Shanghai Kian Hsin Company, manufacturing handkerchiefs and sundries.

* * *

At the meeting of the Quest Society Monday at 5:30 p.m. in the Royal Asiatic Society's hall, Museum Road, Dr. H. Chatley will speak on "Ancient and Modern Alchemy."

* * *

Because of the extremely long session of the trial of Albert Giesel, charged with having stolen 13 barrels of wine from Mr. A. Bena the case of assault and unlawful arrest brought against a Chinese policeman by Chevalier Captain A. de Piano, an Italian subject, was remanded until Tuesday by Italian Assessor Ferrajolo and Magistrate Tsang in the Mixed Court yesterday.

* * *

The motor car of Mr. William Zee Manager of Yi Ping Shan one of the popular restaurants of Shanghai blew up on Avenue Dubail last night at 11:30 o'clock. None was hurt but the car was a wreck.

* * *

Among passengers returning by the Pacific Mail steamer Golden State from San Francisco yesterday were Mr. and Mrs. Eugene Turner and their two children, who have been on vacation in the States.

* * *

Joe Peake, alias Glider, was arraigned before U. S. Commissioner Schuhl in the United States Court yesterday on the charge of having obtained property to the value of $3,600 from the Jade Tree, Nanking Road, by fraudulent means. He waived the preliminary hearing and bail was set at G.$1,500.

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Big Reduction in model hats. Wonderful model dresses now on view. Beautiful stockings. Exclusive materials.

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6. ICE MAKING and REFRIGERATION PLANTS.
7. CEMENT MAKING, BRICK and TILE MACHINERY.
8. MACHINE TOOLS and GRINDING MACHINES.
9. PLATE BENDING MACHINES, PUNCHES and SHEARS.
10. ROAD-BUILDING MACHINES, STONE BREAKERS and CONCRETE-MIXERS.
11. Machinery for RICE MILLS.
12. FIRE-ENGINES for hand and motor power.
13. CENTRIFUGAL and PISTON PUMPS,
14. BALLBEARINGS,etc.

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Ellis Ezra Gets Decision In Suit Against Brother

Court Holds Property Was Security For Loan; Appeal May Be Taken

A decision for the plaintiff was handed down by Judge Skinner Turner in the British Supreme Court yesterday in his judgment on the case brought by Ellis I. Ezra against Isaac Ezra over a claim for the return of certain properties alleged to have been given as security for a loan. The properties are to be held as security by the defendant, pending payment of the loan.

Judge Skinner Turner said that it was a deplorable case in which it showed the straits to which speculators are driven in their efforts to raise money when things go wrong. It was a family dispute and one in which the learned judge was not surprised that amicable efforts had been made to settle out of Court. These efforts failed and the case had to take its own course.

The parties entered into a transaction in December 1920. The plaintiff Ellis Ezra claimed that the transaction was in reality a loan on security while the defendant Isaac Ezra claimed that it was an out-and-out sale with an option on terms of re-purchase. The plaintiff sought to prevent the sale by defendant of any of the properties before the due date but the defendant had, in fact, sold one but an injunction for restraint was issued to prevent him from completing the sale. That was the dispute before the Court.

OBJECT TO HELP

The Court was satisfied that the whole object of the transaction, although defendant was not anxious to admit it, was to help Judah, brother of plaintiff and twin of defendant, out of financial difficulties, with any cash that could be obtained.

The defendant contended that the transaction was a sale, but the plaintiff had an option to repurchase if he made certain payments punctually. This most important matter was never put into writing at all.

In trying to get at the real intention of the parties in a matter of this sort, where there was so much contradiction he had to look into admitted facts, the probabilities surrounding the whole transaction and such assistance as the Judge could derive from the witnesses themselves and their demeanor. He could not see any useful purpose in a case of this kind where was so much cross swearing and where so many hard things had been said.

It seemed to the judge, that the defendant's insistance on a sale because of his brother's financial position was far more reasonable than that the plaintiff was ready to strip himself of his property with a somewhat indefinite option.

"Finally," said the Judge, "I must add that I preferred the general demeanor in the box of the plaintiff to that of the defendant, and further I find that it is hard to get away from the evidence given by Mrs. Sassoon. I have given this case much anxious consideration and for the reasons I have shortly stated, I have come to the conclusion that the real bargain between the parties was that there was a loan of Tls. 30,000 between the parties repayable by December 31, 1921 with interest at 20 percent and the other amounts were to be put into account.

"Meanwhile the properties will be held by the defendant as security. There will be a declaration to this effect and the defendant must pay the costs of the plaintiff's action."

It is understood that the defendant will appeal.

Shriners Close Minstrel Show With Jamboree

The Shriners Minstrels staged by the Nomad Oasis of the Mystic Shrine ended its three nights' run at the Lyceum Theater last night to a well filled house.

Aaron Glenby, H. W. Brooke, L. Fred Patstone, and Godfrey M. James again repeated the successes scored on the first two nights of the show, which closed a very successful engagement at the fall of the final curtain.

After the show a jamboree was held at the Astor House with members of the Nomad Oasis and the Minstrel Performers as principal guests. A supper was served and dancing was indulged in until closing time when they joined all Shanghai at The Auto Show to hear Glemby sing those Auto songs.

[Ed. Note—Auto songs almost sing themselves.]

FRANCE LETS DOWN

(Special To The China Press)

Paris, Nov. 25.—President Millerand today approved for submission to parliament the recruiting bill permitting two-year enlistments and slackening the restrictions.

Y. M. C. A. Notes

The Educational Department of the Shanghai Association which includes English preparatory school and high school of commerce now enrolls 491 students. The evening classes, made up of students who are in business in Shanghai, enrolls 851. In addition the Association has several free schools which are taught by the voluntary teachers with nearly 200 students. The educational staff has recently been strengthened by the arrival of several new teachers, among whom are Mr. George R. Loehr, who is specialised in the teaching of English, and Mr. M. T. Tsao, recently from Harvard School of Business Administration who is lecturing on commercial subjects. The Association school has recently been bought four calculating machines for rapid accounting course, and is rapidly acquiring an equipment for the teaching of various phases of business.

The students of middle schools in Shanghai have recently organised a volley ball league and have arranged to play a series. The volley ball has proved very popular with the students. It is a game that can be played in any school for the space required is not much and the number of students who can take part is large.

Recently there has been great interest in Chinese chess. A tournament has just been completed. The games were played every afternoon after office hours. The winner of the contest is Mr. Zia Yah-zung of the Chinu Times.

The community morning exercise has just been opened by the Department of Physical Welfare. Over thirty men are coming each morning at 7:30 for setting up exercises, recreational games, etc. Class meets three times each week with short and easy program.

The fellowship dinner for this evening will be for members of Chao, Chien, Sung and Li families. It is proposed to have occasional dinners for the men of certain family names. This is the first of the series.

A group of Business Men's Club members visited the Siccawei weather bureau station last Saturday. They were courteously taken over the institution by Rev. M. Kennelly. The business men in the party were greatly interested in the important work that is being done by Siccawei for the shipping interests of China.

The Employment Department of the Association placed fifteen men in good positions last month. This work is of increasing value to firms who desire to find competent office men and assistants for their firms.

The present membership of the Shanghai Association stands with 4,473, 1,492 of whom belongs to boys' division.

The social of the Sunday Service League was held in the boys' lobby of the Association building yesterday evening. The meetings of the Service League held on Sunday afternoon at five o'clock have been unusually successful this year. On two occasions the Martyrs' Memorial Hall has been well filled and the average attendance is over 200. This meeting is for those who desire religious meeting in English with good music, social and fellowship.

Hints about Baby

EACH meal for Baby should be freshly prepared and given at a temperature of about 100°F. Use a feeder that can be easily and efficiently cleansed. Never give Baby a "Comforter" which infects the mouth with germs, and spoils its shape.

The Food must be conveyed into Baby's mouth without fear of germ contamination and at a proper rate of flow.

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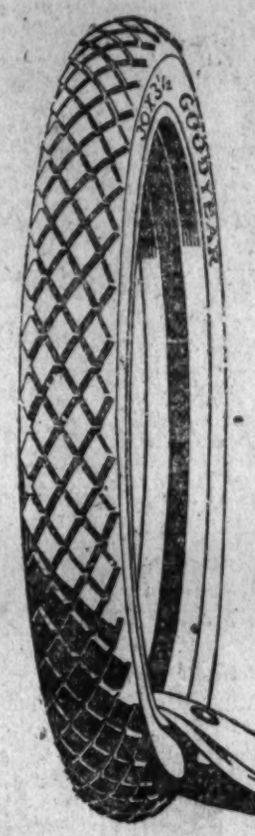

Goodyear Tires in the 30 x 3-, 30 x 3½- and 31 x 4-inch sizes are manufactured with characteristic Goodyear care to build high relative value into every carcass and tread.

Last year more cars taking these sizes, were factory-equipped with Goodyear Tires than with any other kind.

In order to make these tires widely available to users of such cars, we are operating the world's largest tire factory devoted to these sizes.

If you own a Ford, Chevrolet, Dort, Maxwell or other car requiring one of these sizes, go now to the nearest Goodyear Service Station Dealer for Goodyear Tires and Goodyear Heavy Tourist Tubes.

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HUNAN ELANING TO CANTON SIDE

(Reuter's Pacific Service)

Peking, Nov. 23.—According to advices which have reached Peking, disaffection is spreading among the military chiefs of Hunan, practically all of whom, with the exception of General Chao Heng-ti, are ready to cast in their lot with the Cantonese.

It is stated that General Wu Pei-fu's difficulties are further complicated by the presence in the Upper Yangtse valley of a strong force of Szechuenese which is prepared to launch another attack against Ichang as soon as General Wu's army is engaged by the much-heralded "Northern Expedition" of Dr. Sun Yat-sen.

LOOKS FOR WAR'S END

(Reuter's Service)

London, Nov. 25.—Mr. Lo Chang, the Chinese Consul-General in London, in an address at the Lyceum Club, dealing with the differences between North and South China, said history showed that the North and South always settled down after a time, and he hoped that the resent conflict would eventually be settled.

Also he did not think that the efforts to simplify the Chinese Language would succeed, and whatever might be the merits of the new systems, they would have the effect of depriving the Chinese of the advantage of reading their ancient books and studying their literature.

The Warwick Co.

Splendid!! a crowded house, an enthusiastic house and a satisfied house greeted the Warwick Company in its initial performance in Shanghai of what we venture to predict will be its banner engagement in the Far East. They played the Circle by W. Somerset Maugham. The story of the play is well known and therefore needs no repetition, but the actors set forth the story so well that it is to them that Shanghai theatergoers owe a vote of thanks.

It is difficult to single out one above another in the excellent cast that set forth this play, but if the honors must be bestowed, we might concede a shade to Mr. N. Thorpe Mayne, the father and deserted husband. While of the feminine characters, Miss Gertrude F. Godart as the mother, had the most difficult part and handled it with compelling skill.

The other players will pardon us if their names cannot be mentioned for this is a "tight night" owing to the Auto Show and other factors, but we must say that every part was well sustained and the company should play to capacity houses during its stay in Shanghai—which seems all too short, as it is the best company seen in the city for many moons—since it was here last, in fact.

DISTINCTIVE CHRISTMAS NOVELTIES

LAST summer we asked our New York and Paris buyers to send us for the Shanghai Christmas trade a varied assortment of attractive and inexpensive novelties. These have just been unpacked and are now on display. We feel sure that you will be pleasantly surprised not only by the beauty of the assortment but also at the very low prices at which the articles are offered.

Our line of Christmas novelties includes:

Children's books, dolls, toys and garments.

Bags, pillows, pictures, desk sets, tea sets, Christmas candles.

The loveliest carpets and rugs made in China.

A visit to our shop will solve most of your Christmas gift problems.

THE JADE TREE
98 Nanking Road, at Lloyd Road Corner.

43547

Oh Yes, You Know, We Like To Go To Auto Show

(Continued from Page 1)

machine we'd like to be arrested in.

After we had looked over the Automobile Carrier, a little two-seater with a rounded radiator like the nuzzle of a friendly puppy and a reputation for doing 46 miles to the gallon, admired the colored lights and white wicker in the Wah Chang Trading Company exhibit, and wondered if their plaster ladies didn't feel the need of a few wraps, we drifted over to see one of the foreign exhibitors, who had just come down from Peking.

There are a thousand motor-cars in the northern capital at present, he said, and the sixty-one mile motor-road from Tientsin to Peking due to be completed within a month, will undoubtedly stimulate the buying of many more. Complete absence of any speed laws makes Peking a pleasant little playground both for foreigner drivers and Chinese, so the citizen who can't jump high, wide, and often must either enlarge his petticoats or his insurance policy.

QUIET BURNT ORANGE

In Shanghai, where rich men under foreign protection can tell grasping officials at just what stop to get off, the favorite car among the Chinese is a limousine painted a quiet shade of orange, with tasselled pink curtains at the windows and fitted up with enough silver fixings to equip a bride's traveling-case. Every well-regulated Chinese limousine contains a smoking set, a mirror, a place for a powder puff, a lowly object said to be indigenous to the floor of country-stores and bar-rooms, and silver vases for flowers. If the designer could discover means of adding manicure sets, a few can openers, a platinum meat-chopper, and a screw-driver or two, the purchasers would be that much better pleased.

In the North, however, where the possession of too well-advertised wealth might prove embarrassing to the owner, all these glories are as far departed as those of Babylon. The standard car there has a brass front and comes from Detroit. Some of the more business-like Chinese in Shanghai have adopted practical cars, but the tuchun-type limousine still wins the solid ivory radiator in the automobile popularity contest.

SEVERAL LEFT OVER

Just before leaving Automobile Show, we learned that we own a machine. One of the exhibitors told us that there are 34,000 motor cars in the city to a foreign population of 20,000. Leaving the generous margin of 14,000 cars for the Chinese, that still allows one car for every foreigner. We don't know just how ours became mislaid, but we have instructed the houseboy to build a matshed garage over our sleeping-porch and tonight we are going out to collect what is coming to us. We only hope that the police won't collect us first.

De Pauw President Speaks Here Today

Bishop Francis J. McConnell and Dr. George R. Gross, President of the Pauw University, are expected to arrive on the Empress of Russia this morning. Dr. Gross is expected to preach at the Country Club at the morning service of the Community Church and Bishop McConnell at the afternoon service. Bishop McConnell comes on an important educational mission and President Gross comes to get first hand data for the biography of Bishop Bashford which he is writing.

DENIES LOAN REPORT

(French Wireless through Reuter)

Paris, Nov. 25.—A telegram from Stockholm denies the reports regarding negotiations for the conclusion of a commercial treaty between Sweden and Soviet Russia. It denies that an order has been given to Swedish firms for a sum of 200,000,000 crowns, 50,000,000 crowns of which is to be paid in gold in advance, whilst the banks will open a credit of 150,000,000 crowns.

AMERICAN STOCKS

The Chinese American Bank of Commerce has received the following telegraphic quotations, dated New York, Nov. 24:

Liberty Bonds 3rd 4½'s 1928 96.30.

Victory Bonds 4¾'s 1922-23 99.70.

American Telephone and Telegraph Convertible 6's 1925 107.00.

Standard Oil Co. of New York 7's 1931 106½.

New York City 4¼% 1965 98.00.

British American Tobacco Co. Ltd., Common 11%.

Pacific Development Corporation Stock 8½.

WU PEI-FU DUE IN PEKING

Peking, Nov. 23.—According to a telegram received through railway channels, General Wu Pei-fu will arrive in Peking about the 25th instant and leave for Hankow on the 26th.

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32 NANKING ROAD

SPECIAL SALE

For 10 Days Only

Owing to the late arrival of a shipment of Autumn and Winter Costumes, Evening Gowns, Day and Afternoon Dresses, Coats and Millinery, etc., etc., we are holding a Special Sale for 10 days at a reduction of **20** per cent. commencing on Monday, the 28th November.

ELM & Co SHANGHAI

This is the Boiler sturdy and strong, it stays in the Basement its whole life long.

It works all Day and watches at Night to see that the Temperature's kept just right.

When the storm winds roar and snow flakes fly,
the Owner heaves a contented sigh.

If he lives in A HOUSE THAT ELM BUILT.

ELM AND COMPANY
Commercial Engineers and Contractors
39, Szechuen Road.

CENT. 801

"THE GREAT MOMENT"

Andersen, Meyer & Co., Ltd.

SHANGHAI

Branch Offices Throughout China

Mechanical Equipment and Supplies

Machine shop equipment
Mechanical transmission material
Belting, packing, graphite and asbestos mechanical goods
Stationary and marine oil engines
Steam boilers and engines
Power, steam and centrifugal pumps
Water meters, gauges and instruments
Flour, oil and cement mill equipment
Mining equipment, blasting materials
Surveying, drafting, and assaying instruments and supplies
Hoists, concrete mixers.

Engineers and Contractors
Importers and Exporters

LOTS OF THINGS FOR CHRISTMAS

AND ALL REASONABLY PRICED.

Only a few mandarin square handbags and individual squares. Soochow and Peking work, hand embroidered in flower designs on black silk,
while they last
$3 to $6

Brocade silk handbags (made to order) in practically every colour. Gold and blue, cream and gold, silver and white, silver and rose, peacock blue and silver, in allover designs. (Time required to complete, two or three days),
$7.

Ladies silk scarves in black or white
$12.

Men's and ladies' silk handkerchiefs, coloured edges and plain, also ladies linen handkerchiefs, embroidered and hemstitched,
$0.65 each
$7.00 per doz.

Gentlemen's cravats, in many new designs and shades
$ 2.40 each
$28.00 per doz.
(Initials for the above, 10 cents per letter)

Ladies silk sweaters for the cold weather in all colours and stitches (made to order in one week)
$24.00 each

Shawls in various sizes and weights, embroidered with flower designs on Canton crepe, with knotted fringe edges
$75 to $100.

Silk pyjamas for ladies and gentlemen (made to order in one week)
$18 to $28.

Fur coats made to order in seven to ten days in sable, fox, squirrel, mink, marten, lynx, otter, tiger, leopard, wolf, bear, lambskin, etc. Beautifully finished and lined with damask satin throughout
Prices range from
Tls. 150 to Tls. 1,000.

LAOU KIU CHWANG

Business and Official Notices

(Continued from Page 24)

FOOCHOW

The San Peh Co.'s Steamer "Ning Shin," Capt. Augestad, will leave from the Ningpo Wharf, Chinese Bund, Nantao, on Monday, the 28th Nov., at about 5 p.m. This steamer has extra large cabins with all the conveniences of a mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or passage, apply to the office of the Company, No. 1B Hankow Road. Telephones: Freight C. 1820, Passage C. 3283. 43545

Cercle Sportif Francais

IMPORTANT NOTICE

The Entertainment Committee reminds that the Annual Ball in two colours will be held in the Club Premises Saturday night, the 10th December.

The two colours chosen are VIOLET and RED, all shades.

GOLD and SILVER ornaments are permitted.

For tickets and further particulars apply to the Secretary.

The Entertainment Committee.
43538

BUS SERVICE

During the days of the Shanghai Automobile Show, we will operate our Motor Bus continually between the corner of the French Bund and Avenue Edward VII and the Verdun Gardens from 2 p.m. until 2 a.m. or later. Route: Rue du Consulat. Avenue Joffre. Rate per trip for each passenger 50 cts. either way. Tickets obtainable on the Bus.

THE CHINA GARAGE CO.
Corner of Pingliang & Thorburn Roads.
Telephone Central 2403.
43544

BARGAIN SALE

Embroidery, lace and drawn work, table centres and Napkins, etc.

Fashionable silk underwear.

THE PONGEE & LACE EMPORIUM
101, Szechuen Road
43290

RUSSO-ASIATIC BANK

HARBIN PRISTAN.
Telegraphic Address "Sinoprist"
Transportation Department.

Hereby beg to acquaint that orders of every description for landing and forwarding of goods by rail will be accepted at its counters.

The Bank has godowns situated in various parts of the city for storage of all kinds of merchandise and dollars; specially arranged for storage of wines.

Delivery of grain for storage can be made at the Anda Station of the C. E. R.

The transportation of goods within the boundaries of the city is effected by means of motor trucks.
43367

C. EDDIE & Co.

Just arrived quantities of
Bovril, Cocoa, Baking Powder, Yeast, Xmas Crackers and Candies.
on sale at reasonable price.
'Phone N. 189
A153 Broadway.

USE PATIONS-SUN-PROOF PAINTS
SOLE AGENTS
THE FEARON, DANIEL COMPANY

Removal Notice

Our present premises at No. 21 Foochow Road being demolished shortly, we are compelled to remove temporarily to Pingliang Road, corner of Thorburn Road, on the 26th instant. Our telephone number remains the same, viz.: Central 2403.

The China Garage Co. operating
C. G. C. Truck Service
C. G. C. Car Hire Service
43468

S. S. "WENATCHEE"
From Hongkong and Manila

NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex s.s. WENATCHEE, will be held at the China Merchants Lower Wharf, on Monday, November 28th, at 9 a.m. when Messrs. Eisler & Reeves, Marine Surveyors, will be in attendance.

THE ADMIRAL LINE,
Agents.
43502

S. S. "KEYSTONE STATE"
From Seattle

NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex s.s. KEYSTONE STATE, will be held at the China Merchants Central Wharf, on Monday, November 28th, at 9 a.m. when Messrs. Eisler & Reeves, Marine Surveyors, will be in attendance.

THE ADMIRAL LINE,
Agents.
43503

DR. F. FRANEK, M. D.

Specialist in Urinary Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road.
Consulting hours 11-1, 4-6.
39684

TSINGTAO

Hotel-Pension-Seaside.
open all the year round
Joseph. Th. Monthen
Proprietor.
38535

Dr. R. R. Immerman, M. D.,

Paris University, 1911. Women, children, internal diseases. Confinements. Hours 10-12 and 3-6 or by appointment. Speaks all continental languages. Kalee Hotel, Room 67. 43519

Dr. Alexandre ROSEMBERG, M. D.

University of Montpellier (France)
45 North Szechuen Road.
Tel. N. 130. Consultation hours 10 to 12 a.m. and 4 to 6 p.m. or by appointment.
Residence: 22 Chaoufoong Road. Tel. N. 737.
41844

NOTICE

We have this day been appointed sole agents in China for Cascade and U. B. C. Bohemian beers.

M. S. MOSES & CO.,
9 Hankow Road.
43447

Dr. E. G. Lobzowsky
DENTIST

Four Years' Practice in New York.

Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.

No. 3 G Peking Road
Tel. Central 1125

RIDING SCHOOL

Gordon Road—Phone: W. 693

Riding and jumping lessons given by the instructors, finished special horsemanship academy. For last year more than 250 clients. Ponies for sale.
43077

PUBLIC STENOGRAPHER

MRS. S. RYSSINE.
Telephone C. 2050.
Available 9 a.m. to 2 p.m. and after 5 p.m.
42763

DR. R. HOLPER, M. D.

(Bordeaux University, France)
SPECIALIST IN VENEREAL, URINARY AND SKIN DISEASES.
No. 15 Nanking Road.
Hours 11 to 1 and 4 to 6. Tel. C. 734.

NOTICE

Prof. I. K. Seto and Madam Fumi Seto expert Japanese masseurs beg to announce that they have removed to the Toyo-Kan Hotel, 24 Miller Road, Hongkew. Temporary office, room 6. Give treatment at hotel or your residence. Telephone N. 2448.

AUTO SHOW

Notice to Exhibitors

Telephones have now been installed at the Automobile Show at Verdun Gardens, the number being

WEST 2700

Exhibitors and others having business to transact can reach Mr. West at that number.

By Order of the Executive Committee.

JOSEPH J. KEEGAN,
Hon. Secretary.

HONMA HOSPITAL

No. 3A Miller Road,
Tel. N. 2361

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka).
Women's Diseases, Confinements
Surgery, X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

THE FAR EASTERN LABORATORIES

16 NANKING ROAD

ANALYTICAL AND CONSULTING CHEMIST
41313

The Shanghai Chemical Laboratory

No. 20 Nanking Road
3rd Floor

FRESH MILK

delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
39 Avenue Dubail
Tel. C. 2175.

Dr. JAMES YUKING

Specialist in the treatment of Venereal Diseases and Piles.
73 Nanking Road
(Between Honan & Shantung Rds.)

Piles guaranteed to be cured within ten days after one treatment without operation or pain. (Latest European methods of treatment.)
Office hours: 8-12 & 1-7 daily, or by appointment
Tel. C. 2127.

"THE GREAT MOMENT"

All Advertisements must be prepaid. Replies must be called for.

Classified Advertisements

2 Cents a Word
Minimum Charge
40 Cents

BUSINESS OPPORTUNITIES

WANTED to buy well situated small boarding house at reasonable price, or to rent suitable house. Furniture etc. can be taken over. State particulars to Box 565, THE CHINA PRESS.
43564 N 29

BUSINESS OPPORTUNITY. Rare chance, garage, fully equipped and large building. Profitable with good prospect. Reason: going home. Apply to Box 572, THE CHINA PRESS.
43572 N 30

BUSINESS OPPORTUNITY—Wanted, capital of Tls. 20/30,000 or more, to be kept in a Bank only as security against Credits to be opened against approved orders for imports by well established British firm with good clientele and connections, who wish to extend their business. For further details, etc., Apply to Box 512, THE CHINA PRESS.
43395 N 27

OFFICES TO LET

TO BE LET. 2 offices rooms. 3rd floor, with light, elevator available. Apply to Sintoon Overseas Trading Co., Ltd. 22, Kiukiang Road.
43527 N 27

TO RENT OFFICE, with or without furniture. 400 square feet, first floor, Central district. Apply to Box 548, THE CHINA PRESS.
43513 D 1

PROFESSIONAL

TRANSLATIONS. Russian-English, English-Russian, accurate work by experienced translator. Apply to Box 573, THE CHINA PRESS.
43573

FRENCH lessons by lady possessing high French diploma. Apply to Box 389, THE CHINA PRESS.
43563

FRENCH LESSONS given by well educated French lady. Apply to Box 529, THE CHINA PRESS.
43449

MADAME CHELNOKOVA. Paris graduate, massage specialist. 375 Avenue Joffre. Telephone West 404. 3-7 p.m.
43301

EXPERIENCED English teacher with best references will give lessons in English. Also lessons given in general school subjects to children. Apply to Box 552, THE CHINA PRESS.
43523 N 27

ENGLISH lessons given to Japanese or Chinese by a lady. Apply to Box 549, THE CHINA PRESS.
43514 D 1

RUSSIAN lessons given by young lady, experienced teacher. Apply to Box 540, THE CHINA PRESS.
43492 N. 30

MADAME Kepish, graduate of the University of Petrograd and formerly of the Russian Goverment Service, undertakes midwifery and general corporal massage. Address: 34 Chapoo Road.
43439 D 22

SHANGHAI SCHOOL OF DANCING, something new. Foxirot, one-step, toddle, waltz taught quickly and correctly. Apply to Box 426, THE CHINA PRESS.
43429 N 29

HOUSES WANTED

WANTED TO RENT. House or flat, early occupation, if possible. Please send particulars of address, rent, number of rooms etc. to Box No. 569, THE CHINA PRESS.
43568 D 3

WANTED. 4, 5 or 6 roomed house in Western district or French Concession. Garage. Furnished or unfurnished. Reply particulars to W. B. Rigden, Jardine Matheson & Co., Limited.
43522 N 27

GODOWNS, TO LET

GODOWNS, part or whole, to let in central district. Apply to L. V. Lang, No. 8 French Bund.
42958

TO LET. Godowns. Dixwell Road off Broadway with navigable creek frontage. Immediate possession. Apply to BRANDT AND RODGERS, No. 121 Szechuen Road. Tel. C. 1119.
43517 N 30

APARTMENTS TO LET

FOR RENT. Immediate occupation modern flat, two or three well furnished rooms, Western district, with or without meals. Apply to Box 577, THE CHINA PRESS.
43590

PAYING GUESTS WANTED by married couple with comfortable home on Avenue Joffre. Private sitting room, bed and bathroom, with use of dining room. Best of everything, no extras. $500.00 monthly. Apply to Box 565, THE CHINA PRESS.
43565 N 29

TO BE LET. English couple, having comfortable home in vicinity of Bubbling Well, wish to share same with Englishman to reduce expenses. Tennis in Season. References required. Apply to Box 570, THE CHINA PRESS.
43570

WANTED in an American home as paying guest either married couple or bachelors, nicely furnished flat with modern conveniences. Western district reference. Apply to Box 550, THE CHINA PRESS.
43516

TO LET well furnished three roomed flat, (can be let separetely), facing South, large verandah, board, bathroom. Apply 650, Rue de l'Observatoire, (corner Avenue Dubail), from 10 a.m.-2 p.m., 5-6 p.m.
43433

APARTMENT, beautifully furnished, sitting room, dressing room, bedroom, private bath (geyser), for two or three persons. Immediate possession. American home cooking. Best food in Shanghai. Elmont, 18 Quinsan Garden.
43555 N.29

TO LET well furnished flat of two rooms, bathroom and kitchen, also one other room with bath. Address 14, Wayside Road.
43518 N 30

TO LET in French Concession, two well furnished flats (each of two rooms). Full board if required. Address, No. 19 Route Doumer.
43496 N. 27

TO LET 3 rooms furnished, kitchen dishes, linen for table and kitchen, bath, separate entrance. French Concession. 52, Rue Baron Gros.
43486 N. 30

TO LET nice large furnished rooms with board and bathrooms, 29 Range Road, telephone North 1966. Terms moderate.
43423 N 30

TO LET. Furnished flat in modern building, Central district. Will let to approved party for six months. Rent Tls. 260. Apply to Box 533, THE CHINA PRESS.
43451 N 29

MISCELLANEOUS

MUSICIANS. Wanted to make the acquaintance of several amateur musicians (flute, cello and horn especially) interested in formation of group for study of good music. Apply to Box 555, THE CHINA PRESS.
43528 N 27

HOUSES TO LET

FOR RENT, 6 room house in Bubbling Well district, furniture to be taken over, also new motor car included. Taels 7,500. Apply to Box 575, THE CHINA PRESS.
43587 N 27

TO LET 3 roomed house, with bath and kitchen. Well furnished Opposite French Park. 48 Route Vallon.
43420

HOUSE-BOATS FOR HIRE

FOR HIRE: Comfortable house-boats well found in every respect. Term Tls. 7.50 per day. Apply S.P.. 3, Chusan Road.
41099

ROOMS WANTED

ROOM and bath wanted by young gentleman in Central district, with or without board. Apply to Box 524, THE CHINA PRESS.
43583 N 27

OFFICES WANTED

WANTED immediately, a shop, or part of a shop, with show window on Nanking Road only. Apply to Box 558, THE CHINA PRESS.
43540 N 29

WANTED immediately by English-woman one or two good rooms. Suitable for professional purposes. Preferably Bubbling Well Road, opposite Race Course. References. Apply to Box 554, THE CHINA PRESS.
43526 N 27

USED CARS

FOR SALE. One new Hudson Super. Six Limousine. Cheap with one year's guarantee. Apply to Box 500, THE CHINA PRESS.
43550 N 29

THIS CAR is not Exhibited at the Auto Show, but The Best Authorities state that it is better to buy a good second hand Car at a cheap price than a New car at a second hand price. We offer a second hand Willys Knight Limousine in perfect condition beautifully upholstered with latest fittings Two New Tyres can be seen at any time. Apply to Box No 563, THE CHINA PRESS.
43559 N 27

BRISCOE 5 seater touring car for sale. In good repair. Will accept Tls. 550, or near offer. Apply to Box 537, THE CHINA PRESS.
43479 N. 27

FOR SALE. Hupmobile touring car in good condition. Recently painted and completely overhauled. Price Tls. 1,250.00. Apply to Box 531, THE CHINA PRESS.
43451 N 29

FOR SALE, a Willys-Knight four-cylinder touring car, recently painted. Is in excellent condition with full equipment. The selling price is Tls. 2,300. Please apply to C. F. Sun, No. 17 Tsongchow Road.
43377 N 27

SITUATIONS WANTED

SENORES ESPANOLES a los MINEROS. British engineer with large experience in iron ore mining in Spain, construction of Railways etc. is open for engagement in China or elsewhere. Apply to Box 521, THE CHINA PRESS.
43422 A

LET the Y.M.C.A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience, hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No. 120 Szechuen Road, Shanghai, or phone Central 5200.
42960

ELECTRICAL engineer and B. S. in applied mechanics. Filipino college graduate, experienced in engineering stores, electrical undertaking and able to assist in general office work, seeks any position either local or outports. Would also work with architects. Salary no object. Apply to Box 503, THE CHINA PRESS.
43379 D. 2

A YOUNG Indian, graduate and holder of the best diploma of England in leather manufacture wishes to work in some tannery in Shanghai or suburbs. Apply to Box 511, THE CHINA PRESS.
43394 N 29

HOUSES FOR SALE

HOUSE newly furnished 12 rooms, latest modern conveniences, garage and etc. for sale. Apply to Box 487, THE CHINA PRESS.
43343 D 3

OFFICES ETC., WANTED

WANTED from 1st January, offices of about 2,000 square feet with godown attached or close at hand 1/2000 square feet in Central district. Apply to Box 518, THE CHINA PRESS.
43412 N 29

ROOMS TO LET

TO LET. Large well furnished room, closed in verandah, and bathroom attached. Suitable for married couple or two bachelors. With board. Apply to 19, Nanzing Road.
43545 D 2

TO LET in French family, nice rooms with board, all modern conveniences. Apply 82, Route des Soeurs.
43067 N 27

TO LET with board. Elegant furnished room with bathroom. 19 Connaught Road, W. 2432
43491 N. 30

TO LET well furnished room with private bathroom and verandah. Apply 3 Young Allen Terrace, opposite Quinsan Garden.
43483 N. 29

CENTRAL SUPERIOR furnished room without board. Attendance, hot and cold water, use telephone. Tls. 60. Apply to Box 526, THE CHINA PRESS.
43434 N 27

QUIET neighbourhood, near heart of the city, good table, reasonable charges, single room; also for married couple. Apply 59E Range Road.
43398 N 27

TO LET in a private family in Quinsan Gardens, one large well furnished room with verandah and bathroom attached, with full board. Please apply to Box 514, THE CHINA PRESS.
43599 N 27

ROOMS TO LET

Connaught House
8 QUINSAN GARDENS
Board—Residence.
Apply Mrs. G. POLLOCK.
43472 N. 23

TO LET with board one large front room, bathroom, closed in verandah attached. Please apply 14 Quinsan Gardens. Tel. North 482.

TO LET
ATTIC flat consisting of 3 rooms and bathroom with full board in Western district. Apply to Box 405, THE CHINA PRESS.

ORIENTAL HOUSE,
31 Boone Road.
One large front room, facing garden; also small room. Hot and cold water bath attached. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102.
43584 D 3

TO LET in French family in Weihaiwei Road, one large double room and sleeping porch, verandah, private bathroom. Terms $250 per month for couple or two bachelors. Garden, tennis, telephone, three minutes from race course. Apply to Box 576, THE CHINA PRESS.
43589 N 27

TO LET two not very large furnished rooms with verandah and bath, in French Concession, near French Park, with breakfast if desired. Tram car No. 10, 224 Rue de Siemen.
43588 N 30

TO LET an unfurnished room with bathroom and box room attached, hot and cold water, electric light, and use of telephone. Tls. 35.00 per month. Apply to Box 571, THE CHINA PRESS.
43571 N 27

TO LET, two well furnished bedrooms with enamel bath, No board. Apply to 14 Museum Road.
43586 N 30

TO LET in private family well furnished room with bathroom attached. Western district. Southern aspect. Breakfast only. Apply to Box 556, THE CHINA PRESS.
43536 N 27

FOR A SCANDINAVIAN GENTLEMAN, furnished room and modern conveniences with or without board. Moderate terms, French Concession. Apply to Box 528, THE CHINA PRESS.
43353 N 27

TO LET 2 well furnished rooms on ground floor with kitchen. Apply 3, Haskell Road near Range Road.
43576 N 29

TO LET, with American family, large front room, nicely furnished, closed in verandah, private bath and geyser, suitable for married couple or two bachelors. Terms moderate. 312, Avenue Joffre. Tel. C. 3255.
43509

TO LET. Rooms double and single with private baths. Newly decorated. Full board and all modern conveniences. Possession from the 1st of December next. Apply to 16 Weihaiwei Road.
43427

TO LET in private family, 2 unfurnished rooms, bath and all modern conveniences (with full board only). 630 Rue l'Observatoire, 5 minutes walk from French Park.
43519

TO LET. On Bubbling Well Road, nicely furnished bedroom and private bath, also two attic rooms furnished and private bath, meals optional, immediate occupation. Apply to Box 564, THE CHINA PRESS.
43561 N 27

TO LET one or two well furnished large rooms, with or without board, free use of kitchen. Bubbling Well Road 129F, opposite Race Course.
43546 N 27

ROOM with board, large and small furnished rooms with separate bathrooms, full board. Special terms for monthly boarders and commercial travellers. Apply to Lamont's Private Hotel, 7 Boundary Terrace, off Hannen Road.
42854 N 30

LARGE and small well-furnished rooms with bathroom attached. Excellent cuisine. Use of telephone. Regular meals served for a limited number of table guests. Apply Mrs. M. Kelley, 22D Range Road.
43482 N. 29

TO LET with board in Western district large and small well furnished rooms, clean and cheerful, private modern baths, running hot water, and good food obtainable. Apply to Mr. J. L. Pruett, an American, No. 1 Ferry Road, telephone West 1987.
43426 N 29

TO LET nicely furnished attic room, bath and modern conveniences. 646 Rue de l'Observatoire, corner Avenue Dubail.
43534 N 29

TO LET. Large furnished front room with private bath, suitable for two bachelors. Without board, breakfast if required. Apply 58, Range Road.
43539 N 30

EXCHANGE AND MART

TO SPORTSMEN—WRIGHT & BELYEA have for sale a very suitable teakwood motor launch-boat for shooting purposes. Good for Creek or deepwater. Length 30 feet, beam 12 feet. Just immediately thoroughly overhauled. Both boat & engine. Very roomy, and will go anywhere. Tel. North 295, Woosung & 8 North Honan Road.
42783

FOR SALE. Thoroughbred Persian kittens, snow white. Real beauties, parents imported. Apply to Box 568, THE CHINA PRESS.
43567 N 30

FOUR seater car with brand new specially built body on Ford underslung chassis. Looks like a big car! Owner must sell. Apply to Box 578, THE CHINA PRESS.

TO SELL. One Oliver No. 10 in good condition. 16 Haining Road
43576 N 30

MAH-JONGG! Our new standard MAH-JONGG sets complete with illustrated rules in English, special case and counters, are unusually attractive. For sale by Chinese American Publishing Co., Squires, Bingham & Co., Kelly & Walsh, Ltd., The Yellow Lantern, Astor House Lobby. TECHNICAL SUPPLY COMPANY, distributors.
42789

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y.M.C.A. Barber Shop—"The Sanitary Shop," 120 Szechuen Road.
42959

SPORTING CARTRIDGES. Manufactured by Midland Gun Co., Birmingham. Loaded with Schultz Powder. $8.00 per 100. Apply to S. P. 3, Chusan Road.
43354 N 27

BRAND new, 12 bore, double-Barrelled, self-ejector hammerless gun. Latest patent by the famous "Canons Darne," et Ste Etienne, beautifully finished. Used only once. Price Tls. 125.00. Apply to Box 562, THE CHINA PRESS.
43557 N 27

WANTED a second-hand, full-sized billiard-table, in good condition. Moderate price. Apply to Box 539, THE CHINA PRESS.
43480 N. 30

FOR SALE office furniture including desks, filing cabinets, typewriter etc. Apply to Box 544, THE CHINA PRESS.
43498 D. 4

FOR SALE. Thirty foot motor launch. First class condition. 25/35 H. P. engine. Kerosene. Economical and cheap. Apply to Box 532, THE CHINA PRESS.
43451 N 29

FOR SALE. Chandler-Price Printing Presses, old and new. One Advance paper cutter 30". Probst, Hanbury & Company, Limited.
43384 N 27

FOR SALE, VITAFER the "all-British" Tonic Food. Vitafer has been aptly described as "Super-nourishment for Brain and Body". It is a scientific Food Tonic, richly endowed with body building elements. It is not a temporary stimulant but an abiding influence for good health. Vitafer contains phosphorus, it builds one up, feeds the nerves, enriches the blood and rivitalises the entire system. Suitable alike for children and adults. In 8 oz. sealed bottles, price $6.00 per dozen cash with order. Probst, Hanbury & Co., Ltd., 16 Nanking Road.

SITUATION VACANT

ENGLISH governess wanted for two children, 7 and 6. Apply at Avenue Joffre 306, from 12 to 2, 5 to 7.
43562 N 29

WANTED. Experienced and capable person to take charge of two small children, Amah kept. Comfortable home. State salary. Apply to Box 557, THE CHINA PRESS.
43536 N 27

WANTED. Stenographer for Christian institution. Please state sex, nationality, experience and salary expected. Apply to Box 561, THE CHINA PRESS.
43351 N 29

REQUIRED 3 clerks for Engineering Department, Tientsin-Pukow Railway, Pukow. Applicants to send details of education, experience, age, etc., to the District Engineer-in-Chief, Pukow. Salary $60.00 per month.
43535 N 30

WANTED. Two messenger boys immediately. Must understand English. Apply direct to Star Garage.
43552 N 27

WANTED. Experienced stenographer; write giving particulars, experience, salary expected, etc. Apply to Box 553, THE CHINA PRESS.
43524 N 27

WANTED. A good orchestra pianist for a dance in the Town Hall on December 10th. Please apply to Box 547, THE CHINA PRESS.
43513 N 27

Verbal Pyrotechnics In Mixed Court Liquor Case

Lingual pyrotechnics of sparkling sort flashed in the Mixed Court yesterday morning as opposing counsel wrangled through the first hearing of the larceny case brought by Mr. A. Bena, former president of the Italian Chamber of Commerce, against Mr. Albert Giesel, liquor dealer, of 62 Kiangse Road.

The action is being heard by Italian Assessor Ferrajolo and Magistrate Tsang and besides exchanges of personalities between counsel there was a demand for a German Assessor to sit in the matter. Mr. Paul M. Linebarger appeared for the defendant and Mr. G. D. Musso for the complainant. The charge is that Mr. Giesel removed 13 barrels if wine from the Reid's, Ltd., godown at 18 Chaofoong Road.

Mr. Linebarger opened the session by asking for a German assessor or some other representative of Mr. Giesel's. Mr. Linebarger declared that in accordance with the treaties in force between China and Germany, and Germany and Italy—all friendly nations, which provided nationals of each country should be tried by courts of the land.

ASKS FOR RULING

Mr. Linebarger asserted the court had no jurisdiction in the case without Mr. Giesel being represented on the bench, because he was a German citizen., He submitted it was asking an innovation and asked for a ruling.

"If you want a German assessor on the bench, go ahead," Mr. G. D. Musso said.

The court over-ruled the motion.

Mr. Linebarger requested permission of the court for his client to sit instead of standing in the prisoner's dock, which was granted.

FIREWORKS BEGIN

Mr. Giesel sat behind Mr. Linebarger and in a few moments Mr. Musso was on his feet protesting.

"Unless your client stops his grinning and commenting on the case I shall insist he go into the prisoner's dock," he declared, shaking his finger at Mr. Linebarger.

"Don't try to bulldoze me," Mr. Linebarger shouted back.

Mr. H. V. Bernard, manager of Reid's Limited, was the first witness called.

Under examination he testified that a list of goods, handed him by counsel, referred to certain barrels of wine removed from the godown at 18 Chaofoong Road, under Mr. Giesel's instructions.

Mr. Bernard explained that Reid's owed Mr. Giesel for 650 cases of German beer. Financial difficulties arose, and the beer was being moved back to Mr. Giesel's godown.

HOW WINE WAS REMOVED

Mr. Bernard, with Mr. Linebarger, Mr. Charles Stone of Reid's and others was in a conference concerning Reid's financial affairs in Mr. F. J. Schuhl's office.

Mr. Raynes telephoned from the godown that Mr. Giesel was removing goods from the godown, and Mr. Linebarger and Mr. Stone both told him to take only what goods belonged to him.

Later, Mr. Bernard said, Mr. Stone telephoned that Mr. Giesel was removing everything from the godown and he went there at 9 p.m. and demanded they stop.

Under cross-examination Mr. Bernard admitted he had only become manager three days ago, since Reid's Limited went into receivership.

Mr. Musso suddenly jumped to his feet protesting that Mr. Giesel was grinning and laughing again.

"LET'S BE ADULTS"

He asked that he be forced to act like a gentleman and keep still.

"Oh, Mr. Musso, let's try this case as men—not boys," Mr. Linebarger broke in.

"As gentlemen would suit me better," Mr. Musso retorted.

The cross examination continued after more heated verbal bombastics.

"Isn't it a fact that Reid's Limited bought Tls. 100,000 worth of liquors from Mr. Giesel and never paid?"

"I wouldn't say that," Mr. Bernard replied.

Mr. Linebarger then introduced a letter, signed by Mr. Charles Stone, manager for Reid's at the time, in which it said that because of their financial difficulties Reid's would turn $50,000 worth of stock, $40,000 worth of collections and $10,000 in cash over to Mr. Giesel within one week to pay for 650 cases of beer purchased from him.

PROTESTS 'SNICKERING'

Mr Bernard then said that Mr. Wu, their compradore, demanded an order to protect himself before he would allow the goods to be taken from the godown.

Before another question could be asked the witness protested that Mr. Giesel was snickering and laughing at him.

"I refuse to go on unless I am given some protection," he declared heatedly. "He is constantly annoying me by such tactics. I'm giving you the facts as I know them as best I can. His annoyance has got to stop."

Assessor Ferrajolo angrily turned to Mr. Linebarger, and declared that he was allowing Mr. Giesel to sit with counsel instead of standing in the box only because he was a foreigner but that he would have to keep his tongue and a straight face or go into the prisoner's dock.

MORE SPARKS FLY

A series of short, curt, and sharp answers and remarks passed between opposing counsel before they cooled off sufficiently to go on with the case.

"Isn't it true that Mr. Charles Stone left Shanghai rather hurriedly after Reids, Limited, went into receivership?" Mr. Linebarger began again.

"No. That's not true," Mr. Bernard shouted. "He had reservations for the boat he took a long time."

"He didn't tell Mr. Giesel?"

"It was none of Mr. Giesel's business. You were present in the conference when Mr. Stone said he was going home to raise money to get the company out of its financial difficulties," Mr. Bernard answered.

Mr. Livio Battistuzzi was then called.

As an employe of Reids, Limited, he testifed that the goods were carted away by Mr. Giesel despite his protest.

"ONLY THE DRINK MIXER"

"As a matter of fact you are only the drink mixer out there and thought you wouldn't have any drinks to mix when Mr. Giesel took what belonged to him," Mr. Linebarger commented.

Mr. G. Spizzica, an employe of Mr. Bena's was the next witness to add enlivenment to the scene. During his examination Mr. Linebarger jumped up several times with objections.

"You're like a jumping jack always up and down," Mr. Musso cried tearing his hair.

Mr. Spizzica testifed that Mr. Giesel had taken the wine despite his protest. He told Mr. Giesel that the goods belonged to Mr. Bena but Mr. Giesel said "that is immaterial to me," he testified.

Mr. Linebarger then introduced a number of letters and documents from Reids, Limited, to Mr. Giesel, including one invoice which showed that the 13 barrels of disputed wine were billed to Reids, Limited, and that Mr. Bena's name did not appear on the paper.

"That sums up our contention," Mr. Linebarger declared, "the wine actually belonged to Reids, Limited, and was included in the goods which they had promised to turn over to Mr. Giesel to pay him. He was only taking his own property."

At 1 o'clock after numerous other hot shots had passed between counsel with Assessor Ferrajolo's temper almost beyond control at times the case was adjourned until Tuesday.

During his testimony Mr. Bernard declared that he had been approached by Mr. Giesel yesterday, and that Mr. Giesel had attempted to telephone other employes of Reids, Limited, about the case.

"Approaching witnesses trying to get them on his side was he?" Mr. Musso commented.

Mrs. Leonard Wood Is Visitor For Day

Mrs. Leonard Wood, wife of Gen. Leonard Wood, who lately assumed his new post of Governor General of the Philippines, arrived yesterday on the steamer Golden State of the Pacific Mail on her way to Manila to join General Wood. Through the day yesterday Mrs. Wood was the guest of Mrs. E. S. Cunningham, wife of the American Consul-General. She is sailing on the Golden State today.

RUSSIA IN PORT

After one of the roughest trips in her history the Canadian Pacific Ocean Services liner Empress of Russia reached Woosung last night.

Among passengers brought to Shanghai by the big liner were Mr. Hugo Reiss, Mr. and Mrs. J. R. Patterson, Lady Fraser and Mr. A. J. H. Carlill. Mr. Carlill has a record of forty-one trips across the Pacific and stated that it was the stormiest in his experience.

ARREST BOLSHEVIK

(French Wireless through Reuter)

Paris, Nov. 25.—The Swedish authorities have arrested an engineer, a member of the Bolshevik delegation at Stockholm, on a charge of fraud. He will be expelled from the country.

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Pure Silk, reinforced Lisle suspender tops, Sizes 8½ to 10, Colours: Black, White, Tan, Quaker, Grey

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Jaeger make. Sizes 6½, 7½.

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Fine Knit

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Colours Fawn, Grey, Black

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Children's White Jaeger Gloves

Fine soft wool

Sizes 4, 5 **$1.50, 1.75** pair

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In colours: Grey, Fawn, Beaver

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Similar to sketch in colours Beaver, Grey, Brown, Black. Sizes 5¾ to 7¼. $4.75 pair

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In Brushed Wool. Saxe, Lemon only.

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Useful and Warm Woollen Sweater, striped with a contrasting colour.

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Useful Costume well tailored with three quarter length coat belted two large Patch Pockets made of heavy Tweed, suitable for winter wear.

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Exquisite Winter Model of pretty Coloured velvet soft crown trimmed with large Ostrich feather pretty shading.

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Model Felt in black only. Trimmed with narrow black gold. Ribbon band, most becoming.

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Ladies Crepe de Chine Set of Trimmed Guiperl model, consisting of Night Gown, Knickers, Chemise very dainty. Price 69.00 *also* in Pink, Sky, Mauve, Lemon Voile.

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Dainty Combinations in finest lawn finely made, trimmed with val. lace.

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Knickers of all wool cashmere, elastic at waist and knee, in Grey, Navy, White, Black.

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Effective little Camisoles in Crepe de Chine, trimmed Val lace with shoulder straps of ribbon. Push, Sky White. Price

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Sidelights From The London Press

Bachelor apartments in London proper are in great demand among young men who are tired of the insipidity of suburban life and desire more freedom than can be obtained at Golders Green or Beckenham. House and apartment agents agree that as soon as he can do so the average young man of today leaves home, and a representative of The Daily Chronicle ascertained that some of the most attractive furnished chambers in the Temple, Lincoln's Inn, Gray's Inn and Chancery Lane were shared by two or three young men whose parents lived in large and respectable houses in the suburbs.

Recently the agents let a flat in Lincoln's Inn at 6 guineas a week to a couple of young men, who do their own cooking and have a woman in to clean for them. They go home on Sundays' for roast beef and Yorkshire pudding, and that is the only concession they make to parental feeling.

Many young professional men find queer two-room flats above shops or warehouses in the heart of London, and by spending a small sum of money on them turn them into quite jolly little homes. One of these young householders, who has a 12 shilling-a-week flat in the heart of London, declared that nothing would induce him to return to the dressing-for-dinner habits of Hampstead.

"I ask my pater and mater and my kid sisters up to tea once a week, and go home on Sundays," he said. "Otherwise, I do what I jolly well like, I can work here, which is what I could not do at home, with all its social demands and customs. I've had all I want of family life in the suburbs."

FEMALE DRESS, CHARACTER

Temperamental costumes are becoming fashionable in England, an ambitious suburban dressmaker has been informing a representative of The Daily Chronicle, and adds that most badly dressed women are victims not of insufficient allowances, but of lack of thought. She contends that frocks should be in sympathy with character. The woman of vivid, arresting temperament looks well enough in highly colored clothes, but the woman of quiet, shy disposition who wears a startling gown looks badly dressed.

"I study types," she asserts. "I spend fifteen minutes talking to a woman about all sorts of things before I discuss clothes. I then have the index to her character, and am able to make appropriate suggestions. It may interest you to know six distinct types for whom I have provided frocks lately, and the character of the clothes.

"A quiet, shy, rather nervous woman: Frock in nut brown crepe de chine with cross-over top, long sleeves and skirt.

"An abrupt woman, who can, however, be may gracious: Roomy frock in navy blue shantung in chemise style, with touches of sealing wax red. Girdle to give grace.

"Woman of lively temperament, full of fun and originality: Sleeveless frock in natural shantung, with coatee in brilliant red, edged with black waxed ribbon.

"Elderly woman who likes nice clothes, but thinks she is too old for them: A dress in satin charmeuse in discreet tones of mauve and blue; the colors, while giving rest, are also highly decorative.

"'Superior' type of woman, who thinks it a waste of time to bother about clothes: Coat and skirt in gray gabardine. Skirt wide at foot and with elastic waist. Large pockets in well-cut, loose-fitting coat.

"Common-sense married woman with several children: Frock in roval blue eolienne made without fastenings. Tucks as decoration.

"I think the frocks explain themselves. The abrupt woman needed comfortable clothes, but with a touch of graciousness to match her latent charm: the quiet woman was best expressed in brown; the vivid woman wanted something striking, and the elderly woman, rather afraid of herself, needed brightness as well as repose; while the highbrow lady required workmanlike clothes cut with grace to take away hardness. The mother's frock was in bright blue to express her joy in finishing household duties, but with homelike tucks to express her motherhood."

RETURN OF THE SNUFFBOX

Cigarette and pipe smoking does not seem the limit of feminine uses for tobacco, as The Daily Express discovers that snuff-taking is a widespread secret habit among English women of the better class. One snuff manufacturer has given the paper some amazing information, declaring: "Women consume 65 percent of the snuff now sold." He continued:

"For the most part women take snuff secretly. They will not admit the habit even to their dearest friends. Every walk of life has its women snuff-takers. I myself have come across thousands of them, especially among the cotton operatives in Lancashire. There old and young women are taking snuff daily.

"They tell me that it is beneficial in clearing the air passages from the rising fluff, which is inevitable when they are at work. But it is not only the working girls who follow the practice. We number rich and poor alike among our clients, for we are able to judge their position by the quality of the snuffboxes they buy, some of which display exquisite workmanship."

ANGELIC TEMPER BY PHONE

Telephone temper is the latest acquirement of humanity, according to a writer in The Daily Chronicle, who declares he can always ascertain that a man has or has not spent much time on the phone by his irritability or complacency when confronted with some unusual or trying problem. He contends that man who develops the telephone habit comes to the point quickly, follows arguments with closer attention, accepts small discourtesies with equanimity and never says more than is necessary. He suggests that a fond mother, when a suitor is to be selected for her daughter's hand and before giving her consent to marriage, should make the inflexible inquiry: "Do you frequently use the telephone?"

MASCULINE VANITY

English employers are perplexed at their young men frequently asking for afternoons off, particularly as it transpires they are bent on securing knick-knacks for personal adornment. The manager of one department store states that a number of such young fellows appear about once a month to purchase pajamas "with character," socks that are "different," ties, shirts, gloves, hats and handkerchiefs.

"Men (he opines) spend considerable time discussing clothes and dress to please women to a far larger extent than women dress to please men. Moreover, the average young man in an office spends a higher proportion of his income on clothes than a woman similarly employed. A great many young men living at home with their parents spend the greater part of their income on making themselves sartorially attractive.

AN ACTOR MANAGER'S

Great interest has been aroused in London by the sale of theatrical and other effects of the late Sir Herbert Tree at His Majesty's Theater, these including numerous personal treasures and mementos, valuable stage furnishings, paintings, sketches of the famous actor by various artists, a library of books on the drama, and the famous stage organ of His Majesty's Theater, commended as "suitable for a place of worship."

Charles A. Buchel's paintings of Sir Herbert and members of his companies are included, and other mementos catalogued are: Miss Marie Corelli's inscribed copy of "Lee's Life of Shakespeare," William Watson's inscribed copy of his "Heralds of the Down," Henry Arthur Jones's inscribed copy of his "Renascence of the English Drama," Sir George Alexander's gift souvenir of the Shakespeare Tercentenary program, Sir Augustus Harris' presentation pencil case; a spiral tantalus from Sir Herber's first Haymarket company; stage ring inscribed "From W. C. Macready, 1851." There is also a casket containing "a bit of the pavement of Nero's house at Olympia, 'stolen' by Cyril Maude in 1904 for his old friend."

NELSON'S WILL

Wills of Kings and Queens of England are never open to public inspection, although lodged at Somerset House in London. Though kept in the records, they are always sealed. All other wills for which probate is granted in England are open to the general public, on payment of a small fee. Nearly every day the principal Probate Registry office deals with wills of curious character and unusual construction. Says a legal correspondent to The London Daily Mail:

"One of the most recent was the portrait of a pretty girl upon which the testator had simply written, 'I leave all to her.' The legator, a soldier, had duly signed it, and affidavits of identity being forthcoming, the will was admitted to probate and filed in the archives of Somerset House.

"One in this collection, interesting from a medical point of view was made by an unfortunate who died of the black plague that raged at one time in London. This will was placed in a bottle filled with spirits and then corked. A precaution no doubt to preserve his Majesty's law officers, who would have subsequently to handle it in the course of their duties, from infection by the deadly bacilli.

"Another will is in shorthand. Considering its date, somewhere round the year 1,700 this is not a little remarkable, for the well-known cipher invented by the famous Mr. Pitman saw the light of day over a hundred years later.

"Luckily the testator had left a key, else the authorities would have been put to no little trouble to decipher it, for shorthand was almost unknown in those days.

"A will salvaged from the bottom of the sea supplies the nautical interest. This was recovered after a long period of immersion, and the only damage it received was in the way of shrinkage. It was made on parchment, and this when fished up was found to have shrunk to about a tenth its normal size. But so beautifully had it been inscribed that the writing remains as clear as print to this day, and though very minute it can be read easily with the naked eye.

"Another quaint though cumbersome record is the leg of a four-poster bed. The will of a certain Earl was hidden in a recess at the top of this leg, and as there was a dispute over the grant of probate, the leg and its large wooden castor had to be filed and kept as evidence.

"Shakespeare's will, with its remarkable signature; Nelson's will, written in a common or garden exercise book on the eve of Trafalgar, and which toward the conclusion contains these words. 'The enemy are now in sight—It a soldier's will made in a black covered notebook through which a bullet has passed without making it illegible—these and many more go to make a collection that many a curio hunter would give his soul to possess."

"VERY LIKE A WHALE"

Singing "Tit Willow," or words to that effect, a little cock sparrow in St. James's Park, London, was recently impelled to explore the internal organisation of a pelican, according to a story vouched for by Captain L. S. Challis in the pages of The Daily Mail. While the pelicans were taking their luncheon near the lake in the park a sparrow, who had been enjoying the crumbs falling from their table, was accidentally swallowed by one of the big birds.

The pelican, whose surprise vied with the sparrow's, was on the horns of a dilemma. To transfer the fluttering intruder from bag to gullet, the huge mandibles had to be thrown open, and as soon as an exit offered out darted the sparrow, only to be caught en route by the ends of the pelican's bill. At last an especial effort was successful and the sparrow was swallowed, only to re-appear, like Jonah, and fly away, apparently none the worse.

A SISTER WANTED

British Ministry of Labor, Appointments Department, Clements Inn, London, has a difficult job in finding a candidate for a berth now being offered to a little girl, three and a half years old, as "sister" to a lonely little girl, of wealthy parentage, who is without a playmate in a large country house. Application must be made in writing, enclosing particulars, and if possible photograph of the candidate. Golden hair is one of the stipulations, and such locks are frequently arriving, as putative evidence of the fitness of the candidate in the matter of color. Preference seems to be likely to fall upon some little girl whose father was killed or badly disabled during the war, and the successful candidate will be always accessible to her mother. Upward of 60 applications have been received up to the present, and the list is still open.

MORE SCOTCH YARN

Dundee, in Forfarshire, the original home of marmalade, is responsible for the following report: An elderly woman mill worker refuses to draw unemployment pay unless the officials at the labor exchange take an i. o. u. from her. She intends to refund the money when she again obtains work. The woman at first declined to draw out-of-work pay, and between 17 and £8 accumulated to her credit. She said it as improper for her to take such a sum when the State was so short of money. Her savings, however, became exhausted, and her friends at last persuaded her to draw the money.

Ex-Kaiser Now Economises; Hit By Fall Of Mark

Even the Expense of Religious Services Is Reduced—Stops Charitable Bequests

Doorn, Holland, Oct. 15.—Similar to the ex-Crown Prince's recent statement of his pecuniary difficulties, the ex-Kaiser's Chamberlain has issued a statement to the German press explaining "under what financial difficulties the ex-Monarch lives." The statement is a sort of apology explaining why William is unable to comply with more charitable requests, begging letters arriving daily. The ex-Kaiser possibly also hopes to reduce his taxation in Holland by publication of the statement in the Dutch press.

The statement details a few of the charities that William keeps up. It alludes to the low exchange of the mark and further states that few remittances are arriving from Germany. It also says he is obliged to pay the ex-Crown Prince's expenses.

There appears to be a general effort to reduce the ex-royal household to a more economical scale. Ten servants were dismissed in November. The head gardener will be replaced by a modest salaried one. Even the men who sorted out the wood easiest for the ex-Kaiser's sawing have departed. William is now busy trying an electric saw.

These economies are even applied to religious services. The special preacher no longer comes every day and the service has been changed to 8:30 a.m. in order to permit the organist to play in the village church later in the day.

The ex-monarch's sons, their wives and families, including the Duke and Duchess of Brunswick, have departed for the fatherland, having apparently overcome their fear of living in Germany. The ex-Kaiser, however, is rarely without some member of his family, August Wilhelm, his wife and children having arrived as the others departed.

The ex-Kaiser, who has not showed himself in the village for many months, took an early morning walk today in the village entirely unaccompanied in order to see the decorations put up in honor of the Burgomaster.

HAVANA CIGARS

Enjoy your leisure hours after dinner resting from the

FATIGUES OF THE DAY

For most men these are the most delightful moments, and they will be all the more enjoyable with the aid of a

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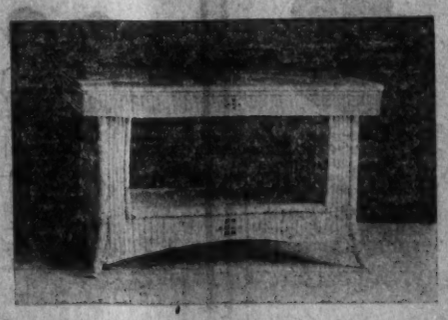

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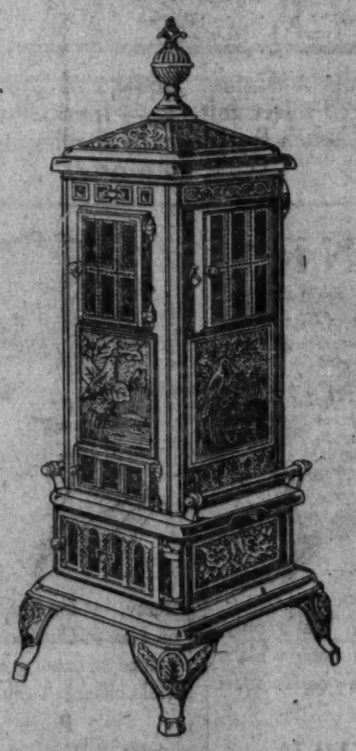

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Think Hara Slayer Crazed Over Literary Failure

Konichi Nakaoka, the youth who assassinated Premier Hara, was a man who aspired to eminence as an emotional writer and as a lover for whom the hearts of Japanese girls' would yearn, says the Japan Advertiser, instead of being a political bigot whose mind had been crazed by the fires of fancied political wrongs and injustices, according to stories appearing in Japanese newspapers.

The Asahi has been printing a story purporting to deal with the love affairs of Nakaoka with a young girl while a story in the Nichi Nichi characterises the assassin as a writer on emotional subjects.

According to the Nichi Nichi, Nakaoka had determined to slay Mr. Hara not so much because of political enmity as from despair over the failure of his literary efforts. He had written in his diary, after the completion of a story which he had entered in a competition, "Don't forget September 30. On that day my name will be mentioned in the newspapers and becomes widely known all over the country."

GAMBLED ON FUTURE

Apparently Nakaoka had staked his future on the success of his story for he says in despair in another part of the diary, "I have nothing now, but the success of my story will bring Yen 300. With that money I shall purchase a chair and will reconstruct my life. I will then buy some nice things for my sister at Kamakura. Part of the money I must expend in preparing for the New Year. I hope to give the rest of the amount which I think will amount to Yen 150 to my mother. How happy to think that I shall be able to gladden my poor mother."

On the day which had been set for the announcement of the winner of the writing competition, Nakaoka was in a terror of doubt. All day he waited for favorable news from the publisher and at the close of the day still had hopes that he had been successful. But he awoke next morning to find a postcard informing him that his story had been rejected. All his hopes were dashed to earth.

MIND STARTS TO WAVER

According to the Nichi Nichi story, Nakaoka then determined to assassinate Premier Hara. With his mind despairing and the future black, the young man left his home for his duties at the Otsuka station and on the way purchased the dagger with which he stabbed Mr. Hara to death. So far as his diary is concerned there is nothing to show the date on which he borrowed Y.5 from Hashimoto which he is said to have used in making the purchase but there is enough to show that he intended to repay the money from the award which he thought his story would bring him.

Nakaoka is said to have had no close friends. It is said that he hated social intercourse in such degree that he never had visited the man who obtained the place for him at the Otsuka station. Most of his leisure time is said to have been devoted to reading fiction and to musing. The motion picture houses of Asakusa are said to have known him well and his obsession for the film drama is declared to have been shown by his exaggerated mannerisms and the constant use of terms used in the "movies" even when talking to his fellow workers at the station.

MOTHER DEFENDS SON

According to Nakaoka's mother in an opinion printed by the Chugai Shogyo, he would have committed suicide when he learned that his story had been rejected had he not been restrained by those near him. "My son is very sentimental" said the mother, "and once he attempted to kill himself with a razor after a disastrous love affair. But the impelling motive of the assassination of the Premier was the failure of the story entered in the competition. He had been looking for a chance to take his own life since his story had been rejected. I am certain that the dagger was purchased to use in taking his own these he had a force of twenty or life rather than that of Mr. Hara."

FRANCE TO FAVOR PASSPORT'S END

ler Delegates At Armament Parley To Urge Nations To Take Joint Action

NO LONGER PROTECTION

Instead, System Of Vises Is Only A Bother For Business Men

BY EDWIN L. JAMES

Paris, Oct. 15.—It is possible that France will propose at the Washington conference the suppression of passports which now plague international travel. For some time French diplomats have been studying the question, and only yesterday progress was shown in a recommendation to Chamber by the Finance Committee that passports be abolished from next Jan. 1.

Probably no nation paid more attention to passports and visas during the years following the war than France. She got the habit during the war and kept it. But now France has realised governmentally what most every one realised privately some time ago, that passports furnish no security to the State.

A good deal of discussion of this international nuisance has been going on the last year among members of the League of Nations, but only partial progress was made in the suppression of visas by certain European countries for citizens of other countries. For instance, Frenchmen going into Belgium now need no visa, nor do they for travel from France to England.

Any poor soul who has stood for hours at Consulates and Prefectures to get visas will appreciate the great good which would come to humanity from such a reform. And there would be no little saving in expense, since many nations are trying to make a source of revenue out of passport visas, the most notable instance being the United States, with its $10 charge. Of course, there are plausible reasons given for this step, but the net result is questionable.

THE TEMPS ASKS ABOLITION

The Temps tonight comes out strongly for the suppression of passports except as concerns Russia and Germany for the time being. It says:

"One of the worst pests we owe to the war is the re-establishment of the passport. For fifty years this burden-some formality had been forgotten except for trips to South America and Russia.

"Today the passport is re-established. It is a very great cause of bother for tourists and business people without proving a measure of security for the States. Put back into use in 1914 the passport today remains in use for most countries.

"From all sides come protests against it. Nearly every group of business men in France demands its abolition. And if the passport causes a loss in time, it also is a source of considerable expense. Getting a visa is very onerous, especially if the traveler wishes to cross several countries. The United States hold among the other records that for the cost of a visa—$10. Frenchmen must pay 52 francs for Rumania, 45 for Spain, 25 for Italy, 22 for Switzerland and so on. We know of an instance where the cost of a visa to go from Paris to Vienna was greater than the cost of the railroad ticket.

"In all countries there is a demand for the suppression of the passport.

OFFER NO PROTECTION

"Is the passport really of any use for the interior security of countries? Expert authorities tell us that this offers practically no protection under the present regime of tolerance. Frenchmen are permitted to remain forty-eight hours in Geneva without a passport. If they stay eight weeks no one bothers them. Englishmen may pass one day in Calais or Boulogne without a passport, but no one will stop them from spending a month. We have suppressed the visa for Belgium, and thus we lose any passport security against Germans and Dutchmen. It is true that on railroad trains your passport is looked at, but one may cross a frontier in any other manner almost anywhere without being halted. To guard the frontier everywhere would take an army. In fact, the closing of a country's frontier in time of peace to undesirables is a myth. And therefore the passport regime without wartime surveillance does not accomplish its purpose. The French Government realises this and wishes to do away with passports. But that requires international co-operation. By diplomatic means we have made some progress in the suppression of visas with Belgium and England. Negotiations are now in progress with Spain, Italy and Switzerland. We cannot suppress passports unless other nations do the same."

The Temps then recalls the efforts of the Transit Commission of the League of Nations.

It is recognised by the French Government that the passport, in addition to being a supposed means of controlling travel, forms a valuable certificate of identity. But it believes some other document could be issued which would serve this purpose without entailing the bother and expense of the passport as it is used today.

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Big Business Now Fears Arms Parley Will Fail

Paris, Oct. 1.—"Upon the result of the Washington conference depends whether the Congressional elections next year return an Administration majority," declared Van Horn Ely, president of the Columbia Graphophone Company and the American Railways Company, when I saw him here after his return from a business tour of Europe.

"Big business in the United States is watching the coming conference extremely anxiously," continued Ely.

"They know why President Harding decided to call it. He was forced to show progress. Business all over America was insistent that the Government should not drift into the 'nothing accomplished' attitude of the last Administration, and it looked as though President Harding was so handicapped that his success in pulling out of the miasma was doubtful.

"The idea for the conference came as a Godsend and it was seized upon as a way to show the nation that the administration was making a genuine effort to surmount the problems imposed on it by the war. But it was a very grave step to take.

"In fact, Big Business thinks it was a dangerous step, for unless actual decisions are arrived at by this conference which will satisfy the people, the whole structure of the Government will come crashing about the ears of the Cabinet.

"I have seen enough of Europe to know that altruism doesn't exist in their diplomacy. They are not going to Washington with the noble idea of ensuring permanent peace, but because they cannot refuse President Harding's invitation, owing to the great obligations they are under to the United States.

"Harding is genuinely striving to end the competition of armaments and end war, but in Europe they are willing only to concede in these matters just so far as they can without hurting their own domestic political situation.

"Moreover it should be understood in Washington that Europe's attitude toward Japan is not the same as America's, and there are powerful prejudices against taking any action derogatory to Japan's interests which Hughes and the other American delegates will find among them the pre-eminent obstacles in the way of a clear understanding.

"In short, as an American business man keenly aware that upon this conference hangs the recuperation of business in general, I wish the administration well. But should the conference not succeed in limiting armaments the Government should understand that they will be placed in an exceedingly dangerous position."

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Weather

Fine and cold weather Stormy weather on the China sea to the South of the Macclesfields and the Paracels.

Today's Church Services

Holy Trinity Cathedral.—Advent Sunday. 8 a.m., Holy Communion (and at the Bubbling Well Chapel). 10.30 a.m., Mattins and Sermon; Psalm 7; Lessons: Isaiah i, 1-20; 1 Thess. vi, 13-v, 11; Anthem: "The Great Day of the Lord, (Martin); Hymns 50, 49, 308; Preacher: Rev. W. Robbins, M.A. 3 p.m., Children's Service and Sunday School, 6 p.m., Evensong and Sermon; Psalm 46; Lessons: Isaiah ii.; Rev. xiv, 13-xv, 4; Canticles: Lloyd in G.; Hymns 290, 51, 47, 24; Preacher: The Sub-Dean.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins and Sermon; Psalm 7; Lessons: Isaiah i, 1-20; 1 Thess. 13-v, 11; Hymns 47, 53, 217, 540; Preacher: The Sub-Dean.

St. Joseph's Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock High Mass, Sermon in French. At 4 p.m. Benediction. On week days Masses at 6 and 7:30 a.m.

Union Church.—11 a.m., Preacher: Rev. A. Norman Rowland, M.A.; Psalm 66; Anthem: "O Worship the Lord" (Smith); Hymns 529, S.31.. 6 p.m. Preacher: Rev. A. Norman Rowland, M.A.; Metrical Psalm 43; Hymns 320, S.9.

Community Church.—11 a.m., Columbia Country Club, 30 Avenue Doumer, Rev. Luther Freeman, D.D., preacher: Subject: "How to Cure the Evil of the World." 5 p.m., Masonic Hall, 50 The Bund, Rev. Luther Freeman, D.D., preacher, Subject, "The Value of the Bible to the World."

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads:—The services in the above will be conducted as follows:—11 a.m. and 6 p.m. by the Rev. W. H. Warren.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Ancient and Modern Necromancy, alias Mesmerism and Hypnotism, Denounced." Sunday School 10 a.m. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 a.m. to 12:30 p.m. at No. 21 Nanking Road, Room 71.

New Thought Center. — 12 Nanking Road, Kelly and Walsh Building, top floor. Sunday Service from 11 a.m. to noon. Subject—"Healing by New Thought." Free treatment and teachings daily from 10 a.m. to 1 p.m. The public is cordially invited.

Sunday Service League.—120 Szechuen Road. 5 p.m. Address by Dr. Kenyon Leech Butterfield, president of Massachusetts Agricultural College, on "Christianising the Farm Villages of China."

St. John's Pro-Cathedral.—Jessfield, Evening Prayer in English at six o'clock; Preacher: Rev. M. H. Throop.

The Far Eastern Question And America

BY FRANK H. SIMONDS
(*American Review Of Review*)

I. The Facts

A MONTH ago in discussing the approaching Washington Conference I laid particular stress upon the economic blunders which explained much if not most of the evil after-effects of the Conference of Paris in 1919. In the present article I shall try to summarise briefly the main points which must be considered in the conference in the national capital, since by President Harding's invitation the whole Far Eastern Question is thrown open for discussion

Now at the outset I would urge my readers to face the situation as it exists. We have to deal with a problem of which war is one of the possible eventualities. Underneath all the optimistic statements from Washington there must be seen the solemn fact that we are again in the presence of the clash of two policies, the Japanese and our own; and that if accommodation cannot be found now, war in the future is not only possible but likely.

And the fundamental fact is that we are undertaking to put a limit upon Japanese aspiration and expectation. Let us go farther and say quite frankly that we are undertaking to interpose along that pathway which for Japan in the minds of a large portion of her people means the only route to safety. For, as I explained last month and shall presently outline again, the markets of China and Siberia—and a real supremacy in those markets—seen to Japanese statesmen and financiers alike the sole condition of existence for the crowded population within the narrow islands which constitute the homeland of the Japanese.

The economic factor comes first. Sixty millions of people living in the restricted limits of a few islands, smaller in combined area than those of the United Kingdom of Great Britain and Ireland, can exist only if they are able to find a foreign market for their manufactured products and have in this market such advantages as insure continued retention. In their belief, China and Siberia offer for an indefinite future precisely the necessary opportunity. Moreover, Japan possesses the fleet and the army to dominate the Far East, unless she is blocked by some non-Asiatic power, or by some combination of such powers.

But the economic factor is complicated by the moral. The United States and several of the British Dominions have undertaken by domestic laws to forbid Japanese immigration. The effect of this is twofold. In the first place, on the moral side, it is, in effect, asserting a doctrine of race-inequality, since all of these countries permit the immigration of other races. In the second place, it eliminates the most attractive available places to which the Japanese might migrate and thus relieve the congested situation that exists at home.

Now then, the real problem of the Pacific is comprised within these two facts. The United States has undertaken even before the Washington Conference, indeed by fits and starts since 1899, when John Hay enunciated the policy of the Open Door, to deny to Japan any special advantages in China. Our policy has been based upon an assertion, sometimes strongly made, sometimes weakly, of the doctrine that all nations must have free access to China and that the older doctrine of spheres of interest shall not be further applied. But at the same time we have asserted the principle that the Yellow Race shall not settle within our boundaries.

From the American point of view both principles seem reasonable. One hears now much talk about the fact that we ask no special privileges for ourselves, but only equal opportunity. Such talk, however, rests upon an inadequate appraisal of the situation; for equal opportunity for all, absolutely equal, means in reality a great advantage for us, since many circumstances combine to make us superior to all our competitors, notably the possession of raw materials, of food and of a highly industrialised population. It is this circumstance of inequality which must be reckoned with.

Again, it is true that every nation has the right to close its gates to aliens. But when a nation undertakes to exclude only the aliens of one race, then it places upon that race a stigma, which must arouse resentment, particularly in the case of a proud, progressive and powerful people like the Japanese. In reality, the moral factor counts at least as much as the economic, and contributes perhaps the gravest barrier to success at Washington, as it was an important detail even at Paris.

What I should like to do at the outset is to persuade my readers to drop that point of view which played so much havoc at Paris, and which is comprehended in the conception that we are doing an unselfish thing, seeking nothing for ourselves and striving to serve the cause of the common good. It may be possible for us to harbor this view at home; but what is important is the fact that all of the nations with whom we are now to deal have a totally different conception of our purpose and our principles.

Above all, the nation with whom we must come to an agreement, if the gravest trouble is to be avoided, sees and will continue to see in all our policy a direct and even a deliberate menace to its own very existence, a menace which is the more intolerable because the United States asserts and maintains a doctrine of the inequality of races, since it excludes the Japanese, while it freely admits the Europeans.

To Japan, to Europe, the United States is setting out upon a campaign of economic imperialism in the Far East. It is seeking to establish a condition or a set of conditions which will enable it to dominate the Far Eastern markets commercially, although, in terms, the conditions admit of equal opportunity to all. From the Japanese point of view there is necessary a handicap in their favor. If they do not have it they must not only suffer, but perhaps cease to be a great nation. And not only have they acquired this handicap, but they have within their own hands the power to retain it.

Our motive in Europe, as in Asia, will seem unmistakably materialistic, no matter what opinion we may hold as to it. We have got to do business with people who hold a certain set of views with respect to our purposes; and it is nothing less than madness for Americans to decline to recognise the character of these views.

II. The Historical Element

Now, turning back for a moment to the historical factor, it must be appreciated that times have changed since John Hay enunciated what has become the famous Open Door policy. Two-thirds of a generation has passed. By her victorious war with Russia, Japan ousted one of her dangerous competitors. As a consequence of the World War she not only eliminated Germany, potentially at least a formidable rival, but, owing to the fact that the European powers and the United States had their attention concentrated in the West, she became in reality the paramount power in the Far East.

At the present moment China is torn by factional warfare. There are at least two governments contending for control of the carcass and, as everyone knows, Japan has steadily promoted this fighting and thus contributed to the corrruption and disintegration of the Chinese nation. Possessing Port Arthur and the Dalny Peninsula, which she took from Russia, holding Korea, having a strong foothold in Manchuria, even established in Vladivostok, Japan has only to continue her present course to retain and even extend her control.

We are then at least twenty years away from the conditions of the Hay period. What Hay had in mind, primarily, was to interrupt the process which was rapidly transforming the map of China into another patchwork like that of Africa. Fresh from their African colonial adventures, all the great powers, Britain, France and Germany, were creating spheres of interest and cutting up China among themselves. Japan was still only in the background, while Russia, on her side, was cutting off the northern provinces, as the British and the French were operating in the south.

The Open Door, as conceived, was a form of Monroe Doctrine. It aimed at preserving China from the European powers, as the Monroe Doctrine aimed at excluding European imperialism from both Americas. But today there is no question of any one of the four great European powers expanding its empire in Asia. The most Britain or France can hope for is to hold what each of them owns. What both of them have to fear is that Japan will become in fact the champion of the doctrine of Asia for the Asiatics; and to this appeal India and Indo-China may alike respond. Germany and Russia have ceased to be factors. As for the rest of Europe, only Holland has considerable territory at stake; and Holland cannot defend what it holds, save as it has the support of the United States or European nations, and this in practice means Britain.

So far as Europe is concerned Japan has little more to fear. She has indeed insured herself against British hostility by that Anglo-Japanese alliance, which remains in being, although it has been challenged recently in the Imperial Conference and will lapse or be renewed exactly as events in the Washington Conference shall determine. Only Britain, of all European nations, has a fleet which might menace the Japanese; but Britain is not only an ally at the moment, but has tremendous interests at stake, all of which would be jeopardised should there be a break in friendly relations between herself and Japan.

By force, then, we are the only country that could maintain the principle of the Open Door and, as a result of many circumstances, some of which I have mentioned we are the only country which would care to raise the issue at the present moment. As for the rest of the world, even the so-called great powers have either ceased to be great or are so engrossed and absorbed in their own troubles at home and in their outlying provinces that they have no time or strength to give to the Asiatic question. Indeed France and Britain have everything to lose by arousing the hostility of Japan in the present hour.

But the United States has the strength, financially, industrially and in all ways. And she is raising the question. Let us think for a moment at least of how this seems to the Japanese. Twenty years of patient, persistent effort, two wars and an enormous burden of expense, military and naval, borne willingly, but no less heavy on the shoulders, have brought Japan to a point of unquestioned supremacy in the Far East, provided the United States does not challenge the hardwon position. But the United States not only does challenge, but invites the rest of the world to its own capital to participate in a discussion of what most vitally concerns Japan.

Thus, while the American thinks rapidly from John Hay to Charles E. Hughes, with only a brief halt at the proposals for internationalising Manchurian railways which were once unsuccessfully interjected by Philander C. Knox, and also aimed at a form of equality of opportunity, the truth is that this is to omit all consideration of the historical factor. We are in reality undertaking to apply a principle of two decades ago to a Far East which has totally changed in character since that time. And no policy can be more dangerous than one founded upon an essential anachronism.

We are approaching a new question. We are not approaching an old question which has changed form only slightly since John Hay was Secretary of State and William McKinley President. We are not dealing with a free China, or with what the diplomats call a *rase table*, a clean slate. We are not undertaking to provide rules and regulations in accordance with which all nations shall enter a game and play it henceforth, all starting from "scratch" so to speak.

No, we are undertaking to deprive a great and powerful nation of nearly all the advantages which it has won by war and by sacrifice, by incredible effort stretched over more than two decades. We are asserting sound principles, the right of China and of Siberia to indepedence, the right of all nations to equal opportunity in China and in the Far East generally. But it is not less true that if the principles be established we shall profit commercially. Nor is it less true that all Japanese believe, not only that they will lose much, but that they will be menaced in their very existence. What is at issue is not the cake of international commerce, the mere prize to be won by fair competition. For the Japanese it is very literally the bread of life.

And in the larger sense the duel is between the Japanese and ourselves. President Harding's invitation to the Washington Conference is—no one can mistake this—in fact a challenge, however, courteous and considerate in phrase.

III. BRITIAN'S PART

Now the first circumstance, outside of those affecting Japan and ourselves, must be the attitude not alone of Great Britain, but of the British Dominions, which in this case is something quite different. We may recognise at the outset that the British themselves, speaking for the inhabitants of the United Kingdom, would prefer to see the question left undisturbed. The Anglo-Japanese alliance has been an extremely useful thing for Britain, invaluable in the last war. Great as are British commercial interests in China, these are not yet gravely menaced by Japan. Indeed, an accommodation based on the old "sphere of interest" policy might easily be found. This would leave the south to Britain and the north, with the old Russian regions, to Japan.

And for the British the political factor is enormously dangerous. India is in a very bad state. There is widespread unrest and

(Continued on Page 14)

Riddle Of The Future

Modern Psychical Research Leaves The Question Of Immortality Still Unsolved

BY PROF. CH. RICHET
(Formerly President Of The Psychical Research Society)

(This is one of a series of articles by distinguished Frenchmen on Some world problems of the Future.")

From the earliest days of history and of tradition, mankind has entertained the belief that human beings did not entirely cease to exist after the moment of death. Ten thousand years before the Christian era there existed among the Egyptians a faith in the survival of the individual after death. The strength of this conviction is eloquently indicated by the minute care with which the embalmment of the mummies was accomplished. Everything that was dearest to the heart of the dead Egyptian was placed at his side, so that he should find close at hand, when he awakened, all that had brightened his existence, soothed his ailments, ministered to his love, his joys and his glory.

In every religion—except, perhaps, in primitive Judaism—is to be found the same anxiety in regard to immortality, the same belief in a future life. Homer speaks of the survival of the human individual, and although the shades of the departed enjoyed only a precarious existence beyond the Styx and consisted of barely more than floating shadows, they still, however, might claim to some extent to survive.

The Mohammendans, the Christians, the followers of the Persian, the Chinese and the Scandinavian religions, are (or were, as the case may be, seeing that the latter have fallen into the obsolete) all animated with the same desire for immortality, the same belief in a future life prolonged beyond their earthly existence.

Lucretius, one of the greatest of the Roman poets, argued with a fierce and savage eloquence, it is true, that the idea of any survival or resurrection after death was at least unlikely. Nothing, however, has been able to extinguish the insatiable thirst after some kind of survival after death, which is common to nearly the whole of mankind. Nearly the whole of humanity, at the present moment, believes that death is not death, and hopes for a future life.

"Death is only a passing into immortality" sings one of our French poets, and in this he has summarised the instinctive conviction of nearly every human being.

It is my object in this article to consider whether this belief—unfounded on proved facts, as we must admit it to be—is not now finding some support in the facts that have recently been discovered by what I may perhaps term occult psychology, or, to use a name that has already become classic, metaphysics.

It is necessary in the first place for us understand what is meant by the term survival. We may take it for granted that by the words "survival after death" we do not in any way mean the persistence of the material elements that constitute body and soul. We may be perfectly certain that the carbon, the nitrogen, the oxygen, the phosphorus and the sulphur, the chemical elements that form our brain, do not perish. That is of no importance, however. The word "survival" really refers to one thing—the survival of consciousness. If the consciousness of the Me does not survive, then nothing survives.

A consciousness that has no recollection of its previous conditions of existence is a fresh personality, fresh and absolutely new. Reincarnation, if there is no memory of the previous state or states of existence of the Me, therefore, is not a real survival.

According to certain people the souls of the dead, after wandering through space, sometimes seek new homes in these or those other human bodies; in other words, they become reincarnated, and then are transformed in turn into the human embryo, the newly born child, the older child, the youth, the adult, the individual of mature age, possessing qualities and characteristics entirely different from those they formerly possessed while passing through their previous earthly existences. Nothing of their past remains, not even the memory of it. They become, in fact (so we are given to understand), entirely new beings. It is difficult to see what great interest there would be for the individual if, after once dying, he returned to life in such circumstances that in his new earthly life he possessed not the slightest idea of what his former life had been.

It is true, although we are not aware that they advance the slightest proof in support of their opinion that the people who hold this belief assert that in other worlds and in time yet to come these souls, after having passed through a series more or less long of varied terrestrial existence, will again find, in a final synthesis, the sum of the whole of their multicolored experiences, amassed during their long period of evolution. This conception of the migrations of the soul, or metempsychosis, as Pythagoras called it, appears to be nothing more than the result of a fantasy of the imagination. It may amuse the poet, but it cannot impress the philosopher.

There can be no survival after death unless the consciousness survives, together with the earthly memories, and a persistence, however weak this may be of the tastes, the will and the passions—that is to say, of all that which constitutes what we regard as our veritable selves.

I cannot be said to survive if I have forgotten my name, my sex,

(Continued on Page 16)

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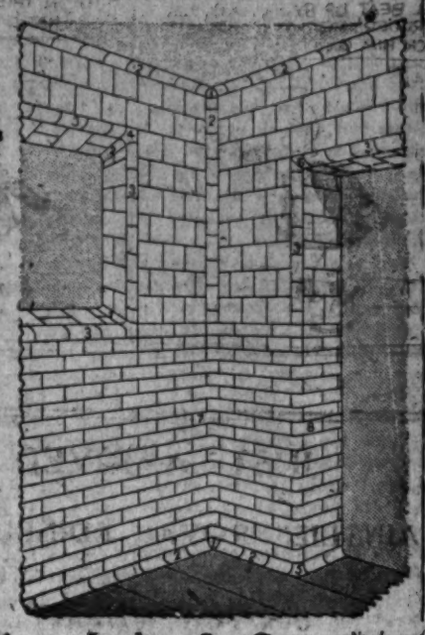

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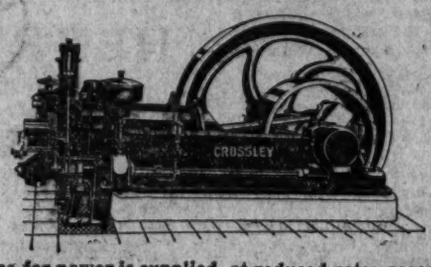

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Some Remarks About Men And Apes

BY GARRETT P. SERVISS

Eminent Astronomer and Authority On Subjects of Scientific Interest.

"Under natural conditions do plants and animals tend to develop to higher forms, or to degenerate? In other words, is it as probable that man has degenerated to the ape as that he has descended from the ape? A. B. V.

There is no indication that man has ascended from the ape, or that the ape has descended (generated) from man. And there is no indication that anything of the kind will occur in the future. Indeed, it may be affirmed that, as far as human intelligence can see, no possibility of such transformations exists or has existed. They would be contrary to the course of evolution. It is a popular error, nurtured (perhaps innocently) by people who regard the doctrine of human evolution as an assault upon religion, to suppose that science teaches that man is a lineal descendant of the ape.

All that science says is that the human species and the various species or apes are all derived by different branches from a common origin, some animal, now totally extinct, which possessed the fundamental anatomical characters from which apes and men have drawn their broad, general, bodily resemblances.

Except that his external likeness to the ape is quite striking, and that the branching off of the two forms from the common stem took place in geologically recent time, man is no more essentially related to apes than to other animals.

The line of human evolution, though not traceable in detail, runs back to the earliest forms of animal life on the globe, and both men and apes alike are descended from earlier vertebrates The one essential life stuff, or universal ancestral element, which all animals possess, out of which they are all built up, each species in its own particular way, and without which none of them can exist, is protoplasm, an apparently simple combination of ordinary chemical elements which science, nevertheless, has so far been unable successfully to imitate.

Through protoplasm we are one with the whole animal kingdom. Yet we, and all, are specifically independent. We have more resemblance to the ape than to any other creature, but human protoplasmic cells do not develop into the body of an ape, nor simian protoplasmic cells into the body of a man.

Still, if we go back far enough we find that the various special lines of direct descent in which hereditary characters are transmitted from generation to generation tend to come together, like the branches of a tree which all successively spring from the same trunk, Man's line represents a small branch of one of the limbs, occupying that part of the great tree of terrestrial life where the vertebrates and their derivatives the mammals are found. That this small branch has been crowned with fruit infinitely surpassing (at least so it seems to us) all other products of the tree is an incident that we cannot explain.

As to one species degenerating into another, there is no reason for supposing that that has ever occurred. A degenerate species tends to become extinct. It falls out of line and out of its place in the race. The march of evolution is upward, toward greater complexity and differentiation. If a species could go backward it would not thereby approach to another parallel species, but at the most would fall back to the point of junction of the branches, or to the condition of the common ancestor.

Many forms have retained their original character from the earliest known geological times and remain today substantially the same as they were perhaps several hundred million years ago. This stability is found especially among molluscous animals, whose organisation is simple. Other animals that have become highly specialised to suit their environment, such as the monsters of the Age of Reptiles and the dinosaurs appear to have been driven into extinction by climatic changes or other influences producing an important change of environment.

One reason suggested for the failure of the line of the huge dinosaurs is that they grew bigger and bigger until they became too unwieldy to obtain their food or to protect themselves against more agile enemies.

Man's course, which we can now trace backward probably more than a hundred thousand and possibly more than two hundred thousand years, has always shown an upward tendency. There is no scientific evidence of a "fall of man" as a race, although there is evidence of the former existence of now forgotten civilisation, while recorded history plainly shows the alternate ups and downs of nations and races, great peoples having more than once fallen from a high estate.

Some species of animals are but slightly resistant to change of environment, while others are little affected by such changes. In this man is fortunate: he can live in nearly all climates, wherein he excels the ape. But the mosquito is his equal in that respect.

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Date and Destination	Per	Chi.	Br.	URA	Fr.	Jap.	
TODAY.							
Hongkong and Canton ...	Shansi	‡7.30					
Tientsin ...	*Paoting	4.00	..	..	..	..	..
River Ports ...	Train & Str.	21.00	..	..	..	..	21.00
Manila and Hongkong ...	E. of Russia	12.30	12.30	..	..	..	12.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports ...	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports ...	Nellore	17.00					16.30
Foochow ...	Fukuken M.	16.30			..	..	16.00
TOMORROW.							
Vladivostok	Train		17.00	..	..	..	..
Ningpo ...	Hsin Peking	..	15.00	..	..	..	..
Tientsin ...	Train	..	17.00	..	..	..	..
Gankow ...	Train	..	17.00	..	..	..	..
S'tow, H'kong, C'ton	Choysang	21.00	..	..	..	..	21.00
Swatow and Hongkong ..	do	..	17.00	..	..	..	..
U.S.A. via S. Francisco .	*W. Carmona	17.00	..	..	..	..	..
Wenchow ...	Hsean	21.00	..	..	..	..	21.00
Hongkong and Canton ..	Kwangtee	21.00	..	..	..	..	21.00
Japan Ports ...	Nellore	17.00	..	..	..	..	16.30
Tuesday, Nov. 29.							
Swatow and Hongkong ..	Szechuen	..	9.30	..	..	..	..
Chefoo & Tientsin	Koonshing	21.00	17.00	..	..	..	21.00
S'tow, H'kong & C'ton ...	Szech	..	9.30	..	..	..	9.00
W'wei, C'foo, and T'tsin..	Kweilin	13.30	13.30	..	..	..	13.00
Japan Ports ...	Y'shiro M.	16.00	..	..	..	..	16.00
Chefoo ...	Chekiang	9.30	9.30	..	..	..	9.00
Vladivostok & Siberia ..	Via P. & H.	17.00	..	..	..	..	17.00
River Ports ...	Train & Str.	21.00	..	..	..	..	21.00
Wednesday, Nov. 30							
H'kong, Straits, India & Europe via Suez	Lahore	17.00	..	..	..	..	16.30
Japan Ports ...	Y'shiro M.	..	9.00	..	..	..	..
S'tow, H'kong & C'ton ...	Waishing	21.00	..	..	..	..	21.00
Swatow and Hongkong .	do	..	17.00	..	..	..	..
United Kingdom, via Suez	Laomedon	..	15.00	..	..	..	..
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Thursday, Dec. 1							
Amoy and Hongkong ..	Soochow	..	10.30	..	..	..	..
Amoy, H'kong & C'ton ..	Soochow	10.30	..	..	..	..	10.00
W'wei, C'foo and T'tsin ..	Fengtien	8.30	8.30	..	..	..	8.00
Japan, Honolulu, Canada U. S. A. and Europe via U. S. A.	Tenyo M.	..	10.00	..			10.00
Saturday, Dec. 3							
Swatow & Hongkong	Shantung	..	10.30	..	..	..	..
S'tow, H'kong, C'ton	Shantung	10.30	..	..	..	..	10.00
Hongkong and Canton ...	Tean	21.00	..	..	..	..	21.00
Hongkong ...	do	..	17.00	..	..	..	..

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The Far Eastern Question And America

(Continued from Page 12)

worse. There is unmistakable disorder in the Mohammedan districts which take their inspiration from the west, and which have been aroused by the Turkish events. But there is hardly less unrest in other regions which ever since Japan defeated Russia have been increasingly moved by something that at least vaguely approximates the familiar doctrine of self-determination and seeks actual independence—an emotion in part comprehended in the phrase, "Asia for Asiatics."

Now were Japan to come out openly as the champion of this doctrine, were she to set herself up as the protagonist of the principle of Asia for the Asiatics, the reaction in India might be disastrous. It would be, at the least, pouring oil on the fire already kindled: and England, as everyone knows, has trouble enough on her hands at home and abroad now without seeking a new peril in the most vulnerable of all quarters. Safely united with Japan in the Anglo-Japanese alliance, the British might find insurance against the gravest peril which could conceivably arise in the Pacific.

But balancing this concern for the Far East is the British desire to arrive at a compact with the United States. And we have in fact, if not in terms, signified that the abrogation of the Anglo-Japanese Alliance is an essential condition precedent, not to alliance—we do not hold out the hope of alliance—but even to friendship, the merest friendship. Thus in reality we strike Japan, by seeking to compel her ally to leave her; and we make a substantial demand upon Great Britain. We ask her to run certain very real risks, for which we offer no actual reward, although we do imply that any possible advantage must be contingent upon the abrogation of the alliance.

At this precise point, however, the views of the Dominions beign to have influence. Canada, Australia, New Zealand—all are more or less of the American view in the Pacific. Australia and New Zealand not alone maintain an exclusion law against the Japanese and the Chinese, but Australia maintains a form of universal military service, frankly with the menace of Japan in mind. Were it not for the British strength behind the Australians, nothing seems more certain than that the Japanese would by force of arms open the door to the vast unpeopled regions of Australia and thus find homes for their surplus population.

More and more it is to the United States that the Australians and the New Zealanders are looking for protection against Japan, as Britain becomes more and more deeply enmeshed in her home problems. In a sense we are becoming guarantors of the independence of Australia. Canada, less menaced, still holds to our view in the mater of immigration and has for its rising Pacific ports a natural interest in seeing an Open Door in China and in Siberia.

In Australia, opinion is divided as to whether it is wiser to drop the Anglo-Japanese alliance or not. Such a course might prove the prelude to a Japanese attack, under certain conditions. But there is no question as to the absolute necessity of avoiding anything which might lead to the alienation of America. Canada holds absolutely to the denouncing of the treaty. South Africa, less concerned, yet also committed to the "white man" policy of exclusion, follows suit. Australia and New Zealand seek the satisfaction of the United States, but are willing that the treaty should be renewed, provided it does not give offense to America.

Once more it is essential to see the other fellow's point of view. We are, in inviting Britain to our Conference, actaly opening the door to an almost unlimited number of troubles for her. At the precise moment when Britain, at home and in the Empire, is manfully struggling with the gravest conditions which ever in peace or war have faced British statesmen in her lang history, we are asking her representatives to come to Washington and participate in a discussion which must open new difficulties and may end in new wars.

True, since limitation of armament is one topic of discussion and the avoidance of any naval competition with us, the restriction of expenditure upon navies, is desirable, there is measurable British advantage. But it cannot be set against the possible risks. The sole thing which could make the parley attractive to the British would be the possibility that from it might emerge an Anglo-American understanding, arrangement—best of all an alliance, speaking from the British point of view.

But when Lloyd George suggested that the best solution of the Pacific Question was the substitution of an Anglo-American-Japanese alliance for the Anglo-Japanese, thus at one time aiming at avoiding a break with Japan and promoting compromise between the Japanese and ourselves, official Washington instantly responded with an unmistakable negative. This, I think, more than anything else, explains the fact that Lloyd George has it last announced that he will not come to Washington, although he had intended to make the trip.

And these circumstances, which I have dwelt upon, explain why there has been a marked cooling down of British enthusiasm for the Conference itself. The truth is that it carries too many perils for British security. Attendance is a duty, it is inescapable, but it carries with it no promise of profit commensurate with loss which may possibly be suffered.

With the French point of view I shall not attempt to deal here, beyond stating that on the question of disarmament, as it affects the navy, France, being without any considerable naval force, has litle concern and is naturally favorable to any proposal that tends to reduce navies, since she cannot for financial reasons undertake to build a real war fleet. So far as limitation of land forces is concerned, France has an army based upon her own estimate of her needs in the direction of Germany and her requirements in her colonies. She is prepared to reduce these land forces, provided we are willing to renew the Anglo-French-American treaty of guarantee, and renewal means ratification by the United States Senate. But if we will not promise our troops to make good the void created by the reduction in the numbers of hers, in case Germany attacks, she will not consent to reduce.

In the matter of the Pacific, France, like Britain, would prefer that the question should not be raised. She has in Indio-China a colony larger than France, with a population half as large. She has in the Pacific, island colonies of which New Caledonia and Tahiti are the most considerable. Against a Japanese attack she could defend neither her continental nor island colonies. Commercially, her stake in China is relatively small. As between American and Japanese domination of the Far Eastern market she has litle to choose.

But since the question is raised France can be counted upon to vote with us, provied we are prepared to accept the responsibilities which must come with the possible engendering of anti-French sentiment in Japan and the translation of this sentiment into aggressive designs upon French Asiatic possessions, and provided, also, we are willing to give some substantial support to French intetest in Europe, financial, if not military. What cannot be expected is that France will agree to disarm without promise of our aid, or support us blindly in the Pacific, where she has much to lose by Japanese hostility and little or nothing to hope for if America replaces Japan as the dominant force in the Pacific.

Italy on her side does not figure in the Asiatic picture. We can have her support unconditionally in the Pacific, but she has definite things she must and will ask of us financially, if not politically, in Europe.

IV. THE ISSUE

We come, now, squarely to the issue. What will the United States propose to the world in conference assembled in Washington? We must avoid thinking in terms of abstractions, "The Open Door" and "Equal Opportunity for All," are as dangerous catchwords as any of the Fourteen Points. If we intend to demand that the integrity of China be respected, the first question, is obviously, "What integrity?"

For clearly there must be a point of departure. In the strict sense of the word the presence of the British in Hong Kong and in Wei-Hai-Wei constitutes an infringement of the integrity of China. But we certainly do not mean to ask Britain to withdraw. France, too, has a great naval base in the south, but again we do not mean to question this. Even Portugal has a little slice at Macaco, but no one suggests that we ask Portugal to quit.

As for Japan, she holds lands which were Chinese. She holds Korea, which either as part of China or as an independent country has claims upon us, if we are out to vindicate the doctrine of self-determination. Then there are the Port Arthur Peninsula and the Island of Formosa. Do we recognise these Japanese invasions of the integrity of China or do wa pass these over as we must the British, French and Portuguese infractions? At least these infractions have the advantage of time, for the territories have been Japanese for more than a decade and a half, and by virtue of a treaty signed at Portsmouth.

In any event we question Shantung. But the Japanese have "semi-officially" announced that Shantung is a settled question, settled by the Treaty of Versailles, settled by a unilateral agreement with China, which refuses to accept but cannot resist unless we back her, which means in fact war. Then there is Siberia; shall we insist that Japan retire altogether? Will we agree to sink our protests over Shantung, if Japan quits Vladivostok? Conceivably this basis for bargaining might have value, for Japan herself is divided as to the advisability of taking on Siberia as well as China.

But the Open Door and the Integrity of China are something beside phrases. We must specifically indicate what we will accept as the basis of the future. We have, by the Lansing-Ishii agreement, recognised the special interests belonging to Japan because of her position. In old diplomacy such a recognition was tantamount to a surrender of interest by all parties making it. Thus Germany, reluctantly and for compensation in the Congo regions, recognised the special interests of France and Spain in Morocco after Agadir. But the same Lansing-Ishii agreement rather humorously restated the doctrine of the Open Door, which in fact and in practice it utterly demolished.

Are we to say to Japan, "We accept what has existed for some years and does now exist—Shantung included—but henceforth everyone has the same position and no one gets more territory or more special privileges?" To this Japan will agree, obviously, but the difficulty is that what Japan has now practically insures her possession of everything. Her military forces, her political agents, her diplomatists, control the Chinese situation, raise Chinese factions against Chinese factions, promote disorder and then intervene to restore order.

No, obviously the thing is a farce unless we mean to bring the whole situation back to a sound basis, unless we mean to put our force behind the principles of Chinese independence and Siberian freedom. We are going to invite the Japanese to abandon their policy of the past few years, to get out of China politically and militarily, or we are merely going to have a dangerous discussion leading nowhere but promoting bad feeling everywhere. And if Japan says "no" and means it, what are we going to do? And if she says "yes" and doesn't mean it—which has been her historic course in similar situations—what are we going to do about it?

If the object of the Conference is to arrive at mere verbal statements, another Lansing-Ishii agreement, all is simple. But the American people have unmistakably had their attention fixed upon Far Eastern affairs and expect something different. For them the conference is for the purpose of insuring equality in the East. It will fail not merely if such equality is not obtained in language, but also if it does result in practice; and they will eventually demand that their government give force to the words written at Washington in 1921, if such shall be written.

But if in opening the Far Eastern Question the President and his Secretary of State meant business, then it is clear that there must be a liquidation. The whole Far Eastern situation must be placed upon a working basis; and this means, first of all, that Japan must renounce political and military aspirations in China and agree to respect the integrity and refrain from harming the unity of China by setting faction against faction. It means, if it means anything, that Japan must accept our view as to China and the Far East generally, and that view, as I have indicated, to the Japanese minds—to many, if not all, minds—spells ruin for Japan and discloses unmistakable profit for ourselves.

We hope, Washington manifestly hopes, that the European powers, particularly France and Great Britain, and again most particularly the latter, will support our view. It hopes or hoped that the moral pressure upon Japan would suffice to bring the Nipponese around. But it is certain that for this support Mr. Harding must pay in Washington as Mr. Wilson paid for his League of Nations in Paris. He must pay if he only pledges his country to stand the damages, if damages result, and I have indicated that from the British point of view, and even more from the French, who have not a fleet, damage will result if Japan resents a repetition of the sort of thing which after her Chinese War deprived her of the fruits of her efforts and of her victories.

And so far as I have been able to discover no one in or out of official life in this cuntry expects to pay anything for outside support. All the discussion in Washington is on the purely ethical basis. Our thesis, it is asserted, is right and just and fair to all concerned; therefore all, save perhaps Japan, must support it, and the reward must be limited to the well-doing. We seem now, under a new administration, still the prey of words, and still blind to the manner in which the world has been conducting its international relations, from the Treaty of Westphalia to the last meeting of the Supreme Council in Paris, the other day.

V. Possibilities

What then is possible in the present situation. Where does there appear, if anywhere, the chance of success for the Washington Conference, outside the narrow limits of the limitations of naval construction?

It must be found, if at all, I think, in certain Japanese facts. Japan has been likened to Germany, as Germany existed before the war. There is much of exactitude in the parallel, but it seems to me that there are certain qualifications. The fate of Germany has manifestly sobered those who in Japan imitate the Teuton and, until he failed, had hoped to repeat in the Far East the successes of the Hohenzollen in Europe.

In case of war between the United States and Japan, the Japanese would know in advance that they could not hope for British support, and would have to expect eventual if not immediate conflict with Britain, for the Dominions could not confront the possibility of a victorious Japan without absolute terror. Such a war would be quite different from the possible conflict with us which Japanese soldiers did not shrink from before the last struggle. What we accomplished then changed the professional view of the Japanese soldiers. Moreover, our navy, new, has changed the situation materially, since we have expanded it.

There is a liberal party in Japan, as well as a military. There are voices raised which urge that a war with us would be fatal, and that concessions are better than that ruin which overtook a Germany which would not hear of concessions. If it were not for the racial question it is very possible that this element would have far more influence than it has. But even as it stands it has influence, although it has not, in any sense, decisive influence. At best, however, there is a voice in Japan which is raised for understanding.

The two factors, the changed situation perceived by the military man, the existence of an opposition to the extreme military policy and party—these hold out some hope, not much, I think, but a little. For even the soldier sees war as rather a different thing from what he had imagined before 1914, and it is hard to see how war could escape bringing ultimate ruin to Japan, even if terminated in another Peace of Portsmouth instead of a second Armistice of Rethondes.

But there is a minimum as well as a maximum. Unless our representatives are willing to make concessions, to recognise certain special interests of Japan, to pay in China for successes in Siberia; in a word, to bargain in the old-fashioned way which is now described and denounced as "secret diplomacy," conceding Japan things which will be as awkward to explain as was the Shantung settlement made in Paris, it seems to me there is not a shadow of possibility of any agreement whatsoever. And the difficulty is that we have only to yield a little to abandon everything, for Japan is already entrenched and needs only to hold her trenches in China to prevail.

Japan—that is, the Japanese General Staff, naval as well as military—has discarded the idea of an offensive war. That went with the collapse of Germany and the demonstration alike of American strength and the new orientation of British policy. We shall be, nominally at least, the aggressors if there is war. But if we are to

(Continued on Page 15)

A WOMAN'S TROUBLES

Interesting Case In Ceylon

The case of Mrs. E. M. Fernando, wife of Mr. W. H. Fernando, stationmaster at Nugegoda, on the Ceylon Government Railways, is of especial interest to women. Here are the facts as related by this lady:—

"After the birth of my son Denzil eight years ago I fell into a very poor state of health. Headaches troubled me continually, other ailments peculiar to my sex assailed me. I had almost unbearable backaches, and became so depressed that my husband had difficulty in persuading me even to go out for a walk. We consulted doctors and they were of opinion that my troubles were due to bloodlessness.

"My husband finally obtained a supply of Dr. Williams' pink pills for me in the hope of alleviating my miserable condition, and within two weeks from commencing to take these pills I felt a decided improvement. My appetite began to revive and the pains in my back and loins lessened in severity. My headaches also became less frequent and I began to take a more lively interest in things about me. Soon a healthy colour returned to my cheeks and I joined my husband with pleasure in his evening walks. In time all my aches and pains left me, and I found myself fully restored to health."

Dr. Williams' pink pills are an ideal tonic for all nervous, weak-blooded people, men and women too. Today is the best time to begin them. Of any dealer; or direct from Dr. Williams' Medicine Co., 96 Szechuen Road Shanghai, price $1.50 per bottle, $8 for six bottles, post free.

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"THE GREAT MOMENT"

The Far Eastern Question And America

(Continued from Page 14)

undertake the task of asserting and maintaining the integrity of China. It will be war, and we shall have to send our forces to Asia. China, you know, is like Humpty Dumpty, and if "all the King's horses and all the King's men" can restore the fallen colossus, the task will be at the least stupendous.

And the restoration cannot be brought about by pen and ink, any more than the tranquillity of Europe could be restored by all of the almost endless pages which make up the Treaty of Versailles and its companion pieces. It cannot be brought about by solemn subscription to a new set of "points" as impeccable and as impracticable as the famous Fourteen of still recent memory. Two views are in shock in the Pacific, ours and the Japanese; and they are backed by two powerful nations, one of which at least considers its very life at stake and for years has been preparing with all its resources to defend its conceptions.

It is a fact that the great majority of foreign critics, writers upon international affairs, expect the Conference to fail. They look upon the failure as inevitable because they see both sides of the question, ours and the Japanese. They believe that only by a policy of compromise and bargain, in reality by a return to the old doctrine of spheres of interest, could any arrangement be expected which would, in fact, let us in without turning Japan out.

They see the Conference not as a new experiment in idealism, but as one more example of economic imperialism. The armament side of the thing does not impress them, because they know that Japan and Britain are quite ready to join us in a reduction of expenditure upon navies, since they can far less easily bear the burden of competition than ourselves. They know that land forces will not be reduced, save as we promise to make good the reduction in case of need. And they do not expect any such promise of us.

For what it is worth the European view is clear. It is that the Japanese-American clash in the Pacific is one more of those historic duels between nations in the nature of things rivals. And, to put the matter quite bluntly, they, in a large number of cases, have already counted upon war as the ultimate outcome. They see our purpose to be one of expelling Japan from China, and they appreciate, far better than most American writers, what the actual position of Japan in China is. They appreciate, too, far more accurately than Americans, the stake for which Japan will contend. If she makes herself the master of the Chinese millions, even for a brief span of years, the consequences in power are almost incalculable.

By contrast there is something almost appalling in the calm fashion in which Americans are discussing the whole matter of the Pacific, and the degree to which comment on the Washington Conference is concentrated upon the disarmament feature, which in the nature of things is relatively trivial, since at best no one is going to disarm, and three nations which don't want or can't afford to quicken or maintain the pace are ready to agree to reductions in navies.

VI. A Warning

I cannot close this article without a word of warning to my readers, many of whom have been following me in peace and war through these pages for more than seven years. America failed at Paris because those who represented us placed an undue value upon abstract principles and attractive formulae. Our failure was not more conspicuous and was far less costly to us than the failure of British statesmanship in the years immediately preceding the World War. There was a belief, which was the prevailing conviction in England, that a basis of agreement could be found between British and German conceptions and that war was impossible. There were conferences, public and secret, galore, visits by sovereigns and visits by statesmen.

Yet war came, and was bound to come, because the British failed utterly to estimate the German purpose as it existed. Now we have to deal with a nation organised in the military and naval sense as perfectly as Germany, and driven by precisely the same economic pressure. For two decades Japan has been concentrating her energies, her attention, her comparatively slender resources upon an heroic effort to upbuild her fleets and her armies and have them proportionate to the opportunities which, as she sees them, are the necessities of her position.

As I have said, the outcome of the World War has had its effect. The result was not what Japan expected. The western world was not entirely exhausted and, by consequence, Japan's own field of opportunity in the Far East was not cleared of obstacles. On the contrary, while Europe was frankly exhausted, there rose on the other side of the Pacific a new naval and military power, with which Japan had not thought before that she would have to deal seriously. What the Germans thought of us in 1917, and before, the Japanese thought.

Whatever idea there was in Japan, even in chauvinistic quarters, before 1918 of an aggressive war, an attack upon the Philippines or upon the Pacific Coast, that conception has gone with the general staff plans of operations into the scrap basket. But Japan has not abandoned her own dream, her own conception of supremacy in the Far East. At most she has only considered the limitations which the new state of affairs placed upon her ineluctably. In 1914 she would not have come to a Washington Conference which even discreetly planned to discuss Far Eastern conditions and fundamental conditions at that. Her coming now is proof positive that, unlike Germany, she can learn.

Yet, coming as she does, she has indicated unmistakably at once her fears and her determinations. She has affirmed her purpose to insist that what has been internationally accepted, whether it be Shantung or the Twenty-one Demands, shall not be discussed as unsettled questions. She has indicated, beyond all else, that while willing to agree to do lip service to the doctrine of the Open Door, reaffirmed in the Lansing-Ishii agreement, which actually did it to death, she is not prepared, and will not be prepared, to abdicate her position in China or elsewhere in the Far East.

The Open Door doctrine is only one of the things which—possible in the era of William McKinley—have become something quite different in the day of Warren Harding. We are twenty years after the fact in seeking now to reassert the principle. Certainly it is not beyond our power. Conceivably it is not outside our right, or even our duty. But it is idle to close our eyes to the circumstances, as the British closed their eyes to similar circumstances when they undertook to deal with a Germany which for a generation had strained every nerve to prepare for future greatness commensurate with German hopes, as if all the preparation and all the hopes were no more than madness confined to a few, a passing fever with only domestic significance.

I do not know the limits which Mr. Hughes has set for his policy. But it is a self-evident fact that beyond a certain point, which is not far away from the starting point, the possibility of war must always be envisaged in the Far East, not, I repeat, because Japan will attack us, but because, beyond this point, she will regard any course of ours as deliberately hostile and fatally menacing.

If it is the substance we are after in the Far East—I mean if it is in fact equal opportunity, with the integrity of China assured, with Japanese political and military power in China eliminated, with Japanese commerce compelled to fare as we fare in the Chinese markets, then not the assertion but the application of this purpose means war with Japan. And it will mean it just as long as Japan is controlled by the present influences. One may calculate that a time will come when the control will pass to other hands. Similar calculations were made in Britain with respect to Germany, and are still being made.

The gravest danger now, as I see it, is that we shall one day be surprised by war, as Britain was surprised in July and August, 1914, despite all the danger signals which from Tangier to Agadir had lightened the European horizon. And we shall be surprised if we continue to neglect the obvious necessity of appreciating the Japanese point of view, instead of merely iterating and reiterating the merit and the wisdom of our own. Moreover—a fact which Geneva appreciated, if Washington did not—the surprise will all be American, for the world already expects the clash.

Hearne Winner In California Auto Race

(Special To The China Press)

Los Angeles, Nov. 25.—Eddie Hearne won the 250-mile speedway race in two hours, sixteen minutes, five and three-fifths seconds. Tommy Milton finished second and Frank Elliott third. The placing of Milton in this race gives him the season's championship on points.

HAND OVER TUAN

(Reuter's Pacific Service)

Peking, Nov. 23.—Col. Kwei Ying, who was in charge of the escort, reports that Prince Tuan was handed over to the Tuchun of Sinkiang on September 30.

CHINA IS LIKE IRELAND, SAYS LONDON CHARGE

(Reuter's Service)

London, Nov. 25.—Addressing Chinese students in London today Mr. Chu Chao-hsin, the Chinese Charge d'affairs, drew a parallel between China and Ireland. He declared that stability would ultimately be established in both cases.

Mr. Chu urged the students to make their English friends realise that China was philosophically and spiritually civilised, and to contradict the rumors that China was incapable of solving her own troubles without outside interference.

He declared that China's financial position was sound, and was still better than that of many European countries, and her economic equilibrium was firm. China did not entertain any extravagant hopes of the Washington Conference which she had entered in the most friendly spirit towards all.

She really desired a good form of International co-operation, aiming at the Open Door and facilitating her economic and commercial development without perjudicing her territorial integrity and political independence.

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Riddle Of The Future

(Continued from Page 12)

my country, the period in which I lived; if I have retained nothing of myself, if I recognise nothing that I have loved, if I amuse myself with childish things that, during my earthly existence, were regarded by me as ridiculous or detestable, I must be able to link up, through a chain of memories, the existing Me with the former Me. There would be no consolation in any kind of survival that did not involve a continuity of consciousness.

The mere animal survival, without consciousness, would be as little interesting to the Me as the chemical survival of the atoms of carbon that contribute toward the composition of my brain.

To tell the truth, if I may be allowed to introduce the remark, I do not very well understand why puny human beings have such an ardent desire for immortality. In order to regret that one is dead one must exist. If death, however, destroys all consciousness, there will be no longer any one in existence for the purpose of regretting that he no longer possesses consciousness.

In any case, it would appear to be much more agreeable not to have a long and unknown series of possible trials to pass through. If there is a possible paradise, there is also a possible hell.

This, of course, is the not very attractive or engaging counteraspect of the desire for immortality. I should be much more reassured if some genii would convince me that after death there is neither heaven nor hell, for then, of course, I should have neither regrets nor anxieties nor anything else. It would be a satisfaction of by no means a negligible kind not to have to fear the slightest remorse, the least pain, the most imperceptible ennui.

Would death be so terrible if it merely allowed us to sink into profound sleep without dreams and without awakening?

This, however, is not the question. We are not concerned with the problem of whether the survival of the individual after death is delightful or painful. Our own personal wishes in the matter probably count for nothing.

Whether this future existence of which we are told be either delightful or painful, we shall survive, if we must survive, and, whatever our fears or our desires may be, we shall not survive if we are not to survive.

This is a subject on which we might debate forever, and I do not propose to go further into this aspect of it. Let me content myself by indicating a logical necessity to which perhaps not a sufficient amount of thought has been given.

If every newly-born individual that has appeared on this earth during the trillions and quintillions of centuries that have passed since living beings first appeared on the planet has really been an independently and separately created entity, and none of these beings have ceased to exist, the universe itself would be too small to contain them, since their number would have ceaselessly continued to increase. The survival of the individual after death, therefore, would imply reincarnation, which doctrine would lead us at once into a chaos of hpyotheses and improbabilities.

Let us leave on one side, however, all metaphysical or physiological arguments, and let us see what the results have been of experiments with mediums, those singular beings who have powers over matter and spirit that belong to them alone.

When a medium seats himself at a table and writes, he has a constant tendency not to recognise himself as the immediate agent of what is called automatic writing. He asserts that a spirit is incarnated in him, and as a matter of fact there is often an astonishing cohesion in the arguments, the emotions and the character of the personality which appears to have been given birth to. Are we justified, however, in concluding that these appearances are due to a spirit, a former human being, that has returned to this world?

It is impossible to be satisfied with the mere assertion of the medium to that effect. It is not sufficient for one of these "spirits" to say to us in English or French or Italian (or even in Greek): "I am Socrates, and I advise you to take an interest in the things of the other world," to convince us that we are in relation with the soul and consciousness of Socrates himself, and that the philosopher has returned to this world. This would be an excess of credulity of which few people, perhaps, would admit themselves to be capable.

Put in this form, the problem becomes very simple, and the only possible reply to the assertions of the mediums would appear to be a simple negative, but for one circumstance.

It sometimes happens that the "spirits" called up by the medium appear to reveal certain things that are unknown to the latter, but are nevertheless true, and in certain cases actually disconcerting. Such revelations reveal an entirely new world. The reputed spirit of the dead person who manifests himself through the writings of the medium appears really to have returned to earth. He gives absolutely exact details as to who and what he was in this life. He continues conversations from the point at which they were broken off before his death. He reveals secrets that until that moment had been unknown to all except himself.

If a mother, anxious to communicate once more with her son, calls on the medium, the name of her son may be at once given to her, although she herself is personally totally unknown to the medium, and convincing details concerning that son may be at once made known to her. In such circumstances how is it possible for the weeping mother not to be convinced that her dearly beloved child has not returned to her?

Authentic instances of such "recognitions" are numberless. But what conclusion can we come to in regard to them? The simple belief that the dead is not dead, and that he is speaking and writing through the hand of the medium, appears to me to present so many flat contradictions and so many serious difficulties, that I can only suppose the explanation to be quite different.

Hypothesis for hypothesis, I prefer to take one that does not involve such enormous improbabilities, and which is much less complicated. I prefer to think that the privileged beings we call mediums possess a faculty of knowledge that is different from our ordinary faculties of knowledge.

Most people know only that which their senses have taught them. Mediums, however, have a sort of new sense, a hidden esthesia—which we may call crypesthesia—which reveals to them things that no ordinary sensation has been able to teach them. This is what the authors of a past age called "lucidity," or clairvoyance.

Now it seems to me that one can nearly always, or even always, explain these "identifications" by the phenomena of very intense clairvoyance. This explanation is much simpler, much more rational and much more logical than to attribute such phenomena to the survival of the consciousness of this or that person who has ceased to live on earth. There is all the more reason for accepting this explanation when we remember that the reputed "spirits" as a rule use language that is far from clear, that bristles with contradictions, that is characterised by puerilities and stupidities of which the reputed author would have been incapable during his lifetime.

Clairvoyance alone will not enable us to solve this terrible problem of the survival of the human entity after death. Nevertheless it reveals certain facts that must cause even the most skeptical to reflect. And among the latter I include myself, not as to the facts of supranormal esthesia, which are definitely established, but as to theories that have been constructed upon them. At the same time I am free to admit that certain identifications—as, for instance, that of Raymond, the son of my illustrious friend Sir Oliver Lodge—compel me to hesitate a little in my skepticism. Above all, the more I study the phenomena, both objective and subjective, of metaphysics, the more I am convinced that our feeble human intelligence can know nothing, or nearly nothing, of the vast cosmos—mysterious, material or spiritual—that surrounds us.

We have as yet understood nothing of the universe, which remains an undecipherable enigma, and will perhaps always remain so.

From the moral point of view this is perhaps of no great importance. The moral law will always remain that which was laid down by Marcus Aurelius and restated by Kant: "Act as if the destiny of the universe depended on your acts."

We count assuredly for very little in the universe, but however tiny our exact position in the world may be, we must obey this law, whatever our ultimate destiny may prove.

Wants U. S. Cargo Ships To Continue

American Chamber Of Commerce In Manila Objects To Withdrawal Of Boats

Manila, Nov. 9.—The American Chamber of Commerce, in a resolution, protests the contemplated withdrawal of the cargo steamship lines from the Pacific and Atlantic lines. The resolution read:

"We strongly recommend that two or more shipping companies operate from Seattle; two or more from Portland; two or more from San Francisco; one or more from Los Angeles; two or more from Atlantic ports, and that there be no changes of the present operators until the application of the coastwise law to the Philippines, when an increased service becomes necessary."

The resolution was handed to the local office of the United States Shipping Board for transmission to Washington.

Many business houses signed another similar resolution previously. This action was prompted by the Shipping Board's plan to put all business in the hands of a few companies.

Many Millions With Defective Vision

National Organisation Formed to Create a Greater Appreciation of the Importance of Eye Care.

Mr. Thomas D. Wood of Columbia University, prominent in educational circles and chairman of the Joint Committee on Health Problems in Education of the National Council of the National Educational Association and the A. M. A., gave some very illuminating facts concerning the great need for the care of the eye sight of school children.

"It seems to me," said Dr. Wood, "that our humanistic problems today present themselves in increasing numbers in our complex civilisation, as problems requiring solution in the field of what we are to do for efficiency, for success, if we test these different programs by the criteria of good business.

The eyes are the windows of the brain, and the eyes make up the most important channel through which the human brain and the mind get its material for fabrication. While we know from the examples of Laura Bridgeman and Helen Keller, what marvelous development may occur through the motor sense or senses, when vision and hearing are absent, we still appreciate the importance of the eyes.

The consideration of the eyes involves not only the question of the quantitative capacity of the human eye for receiving impressions, but it involves the vital problem of how accurate the information is which the mind, the brain, receives through the eye. Inaccurate information is more serious than decreasing quantity.

Education involves in a general way, first, the abundance of instruction, that the information which comes to the child's mind shall be stimulating, interesting and adjusted appropriately for that child. In the second place, the eye must have not only an abundance of things to see, but the eyes must see them accurately. Accuracy of vision has a vital relationship to integrity or obliquity, not only in the field of vision but in the moral field.

This problem of the conservation of vision involves three aspects: first the eyes of the children; second, the character of the materials which they see with their eyes; and third, the conditions of light illumination under which they use their eyes.

What about the twenty-four million of school children in the United States in the elementary and high schools? We have confidence that of those who have not been examined, from 25 percent to 40 percent have errors of vision that should receive attention, should be corrected. We know very well that not a third of the school children of this country are having medical inspection, or any reasonably adequate tests of vision and I am very sure that not a third of those who are tested have these defects of vision adequately and properly corrected.

We need to awaken the people, in a democracy like ours, to an appreciation of the value and the importance of the eyes of their children, because the mass of the parents of this land have little appreciation of the facts. We need, in the first place, to have all the teachers of the land trained to make their simple tests, to make their simple observations regarding the way in which their pupils are using their eyes. We are never going to solve this problem until we all recognise our own distinctive fields and are willing to enthusiastically and unselfishly cooperate.

We must have hospitals, nurseries and dispensaries to do their full share with reference to the care of the children's eyes, and we may be heartened by the fact that the defects of human vision in these children represent one of the most hopeful divisions of the health and defects which the children present to us. A larger percentage of the defects of vision can be, relatively, effectively corrected with less expense and less difficulty than perhaps is true of any other defect.

Certainly, so far as the children of this land are concerned, we will be content with nothing less than a program of universal care of the children's eyes. The community, the school, the state, the nation can be content with nothing less than that. It belongs to the rights of citizens and future citizens in a democracy like ours, because I can think of nothing more fundamental with reference to the rights of life, liberty and the pursuit of happiness, than the possession of as normal vision as can be made possible to that growing child."

They Say

The ancient Assyrians lived upon fish
The Aztecs ate nothing but eels,
Fried oysters were Beethoven's favorite dish,
And Shakespeare ate shrimp between meals;
But no matter what your heart may wish,
Whether 'tis shrimp and eels, or something more,
You'll always find that dainty dish,
If you'll just step into Shainin's Store!

Open every week-day until 7 p.m.

I. SHAININ & Co.
The Home of Delicacies
100 SZECHUEN ROAD
PHONE C. 681

including Saturdays

"Unlike anystherstore"

AVIATION

We have taken over at a greatly reduced price a large number of very high grade watches made for aeroplanes. Plain nickel cases, excellent works. If you wish to purchase an exact timekeeper *below factory price* call early.

C. ISMER @ CO.

Phone C. 2289. 44 Nanking Road.

"BEAR BRAND" STERILIZED
BERNESE ALPS MILK—

"The Richest of all Tinned Milks Tested"

says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

Sold by all Grocers

Sole Agents
ANDREWS & GEORGE
95 Szechuen Road.
Shanghai. Phone C. 454

THE SMALL INVESTORS' Co.
HAVE
GOOD INVESTMENTS FOR SALE.
FOR CASH, PLUS 1%.

Lot. 1.—NEW ENGINEERING "8%" PREFERENCE SHARES in lots of: 10, 50, 100 or 500. @ Tls. 4.55 per share. The yield is over 9% per annum.
Lot. 2.—SHANGHAI MUNICIPAL COUNCIL DEBENTURES, 1921 ISSUE. Taels 100, 500, 1,000 or 5,000. Interest 8% @ Tls. 101.
Lot. 3.—CHINESE GOVT "5%" FRENCH ISSUE REORGANISATION LOAN OF 1913. In bonds of £20 each. The yield is over 9% in Gold. £20 Bond for Tls. 75. We also offer for sale for cash.
Lot. 4.—50 to 300 Almas @ Tls. 3¼.
Lot. 5.—50 to 300 Anglo Dutch @ Tls. 1¾.
Lot. 6.—50 to 300 Anglo Javas @ Tls. 5.
Lot. 7.—100 to 1,000 Chemors @ 40 candareens.
Lot. 8.—50 to 1,000 Consolidateds @ Tls. 1¼.
Lot. 9.—100 to 1,000 Samagagas @ 40 cds.
Lot. 10.—100 to 2,000 Repahs @ 30 cds.
Lot. 11.—500 Sarambans @ 20 cds.

THE SMALL INVESTORS' Co.
DOUGLAS FLEMING.
Manager,
8 A Peking Road,
Shanghai.
Telephone C. 977 & 761.
Telegrams SAFEINVEST, Shanghai.

RUGS!!!
TIENTSIN CARPETS AND RUGS
CHINESE CARPETS & RUGS FACTORY
TOWN OFFICE:
163, BROADWAY

FIRES ROBBERY ACCIDENTS

are very often caused by bad lighting of alleyways and lanes around godowns, factories and houses, etc.

The Municipal Electricity Department will install, operate and maintain good lighting at very low rates.

For further particulars apply to.

MUNICIPAL ELECTRICITY DEPARTMENT
Showroom: 26 Nanking Road. Telephone: Central 283.
Telephone: Central 283.

CANDY
THE WELCOME GIFT
ALWAYS APPROPRIATE
THE CHOCOLATE SHOP
36 NANKING ROAD C. 3801

"THE GREAT MOMENT"

At The Automobile Show

you will find The Central Garage Company's Exhibits in Booths Number 40, 41, 42, 43, 44, 47, 48, 49, 50 and 51.

You are cordially invited to visit our Stand while at the Show. Our field is a large one and we feel sure that we have the very car that you have been looking for.

The Central Garage Company
9, Hongkong Road

TYRE SERVICE THAT IS SERVICE
70 percent of the tyres used go to their death, due to lack of air. We have a free air station at your service.
H. S. HONIGSBERG & CO. INC.
P. GIOVANONI TYRE DEPT

(Third Section)

The China Press
大陸報

SHANGHAI, SUNDAY, NOVEMBER 27, 1921

SMOOTH RUNNING
EASY-RIDING AND POWERFUL
OPEN AND CLOSED MODELS NOW AVAILABLE
CENTRAL GARAGE
C. 6003 9, Hongkong Rd.

Business and Official Notices

Conseil d'Administration Municipale de la Concession Francaise de Changhai

NOTICE

The French Municipal Council are prepared to receive tenders for the supply of coal and other articles for fuel, for 1922.

The approximative quantities are as follows:

Anthracite	240 Tons
Karats No. 1	300 „
Karats No. 2	1,000 „
Smithshop's coal	50 „
Fire-wood & Fire-wood (short bundles)	4,000 Piculs

to be delivered at the various Municipal Buildings.

All particulars and necessary information can be obtained upon application at the Secretary's Office.

Tenders to be sealed and bear on the cover the mention of their object, they must be addressed, with samples, to the undersigned's office where they will be received up to Thursday, 8th December, at noon.

The Council do not bind themselves to accept the lowest or any of the tenders.

By order,
P. LEGENDRE,
Secretary.

Conseil d'Administration Municipale de la Concession Francaise de Changhai

NOTICE

The French Municipal Council are prepared to receive tenders for the supply of Kerosene Oil, gasoline, greases and oil for 1922.

The approximative quantities are as follows:

Gasoline	30,000 galls.
K'sene oil 1st quality	1,300 galls.
K'sene oil 2nd quality	600 galls.
Oil for motor cars	1,500 galls.
Oil for engine	3,000 lbs.
Grease for motor cars	1,500 lbs.
Grease for carts	3,000 lbs.
Liquid fuel for disinfection	10,000 galls.

to be delivered at the various Municipal Buildings.

The whole to be delivered upon special applications, made according to the requirements and duly signed.

All particulars and necessary information can be obtained upon application at the Secretary's Office.

Tenders to be sealed and bear on the cover the mention of their object, they must be addressed to the undersigned's office where they will be received up to Thursday, 8th December, at noon, with samples.

The Council do not bind themselves to accept the lowest or any of the tenders.

By order,
P. LEGENDRE,
Secretary.

Conseil D'Administration Municipale De La Concession Francaise de Changhai

Service des Travaux Publics

Le Conseil d'Administration Municipale de la Concession Francaise de Changhai met en adjudication les fournitures suivantes pour 1922:

Son	1,500 piculs de 130 livres
Paddy	750 piculs de 130 livres
Paille	1,950 piculs de 130 livres
Sel	400 livres anglaises
Rocaille concasseur	8,000 m3
Rocaille fondation (Travaux Neufs)	10,000 „
Rocaille Sootchow	3,000 „
Sable Ningpo 1° qualite	2,000 „
Sable Ningpo 2° qualite	1,000 „
Sable Sootchow	3,000 „
Sable bleu	1,000 „
Granit	2,000 „
Briques cassees	3,000 „
Dalles	3,500 m.
Bordures	3,500 „
Paves	15,000 „
Boutisses	80,000 „
Coaltar	40,000 gal.
Asphaltum	60,000 „
Ciment (171 Kg.)	2,000 barils.

Articles en bambous, Quincaillerie.

Les quantites indiquees ci-dessus ne sont qu'approximatives.

Les entrepreneurs, desireux de soumissionner, peuvent prendre connaissance du cahier des charges au Bureau de l'Ingenieur Municipal, Service des Travaux Publics.

Les soumissions qui devront etre sous plis cachetes portant mention de leur objet et accompagnees d'echantillons certifies, seront recues jusqu'au Jeudi, 8 Decembre, a midi, au Bureau du Secretariat.

Une somme de 25 Taels devra etre versee a l'appui de chaque soumission.

Le Conseil ne s'engage a accepter ni la soumission qui comporterait le plus bas prix, ni quelque autre que ce soit.

Par ordre,
Le Secretaire du Conseil,
P. LEGENDRE.
43556

Conseil D'Administration Municipale de la Concession Francaise de Changhai

NOTICE

The French Municipal Council are prepared to receive tenders for the supply of articles of fumigation, for 1922.

The approximative quantities are as follows:—

Alcohol 90°	100 gallons
Formol 40%	100 „
Phenosol	2,000 „

All particulars and necessary informations can be obtained upon application at the Secretary's Office.

Tenders to be sealed and bear on the cover the mention of their object, they must be addressed, with samples, to the undersigned's office where they will be received up to Thursday, 8th December, at noon.

The Council do not bind themselves to accept the lowest or any of the tenders.

By order,
P. LEGENDRE,
Secretary.
43577

Forewarned is Forearmed
be vaccinated
TODAY
(hours 9-12 a.m. and 1-6 p.m.)
Mrs. D. EGEREFF,
(fully qualified)
3 Ezra Road, Shanghai.
5th floor.
43537

ANNOUNCING
THE OPENING OF A FIRST-CLASS RESTAURANT, where the best of food, prepared under expert foreign supervision, is served.
Special rates for monthly boarders, tiffins and dinner sent to patrons own homes when requested.
The International Restaurant
20D HAINING ROAD
NEAR VICTORIA THEATRE
43481

FRESH BUTTER
"DAISY"
BRAND
and
"MEADOW"
BRAND
in one-lb. pats.
Fresh, Pure, and Delicious.
These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers.
OUTPORT ORDERS
Butter for outports (minimum 10 lbs.) is packed in pure machine made ice, free of charge. Orders may be sent to us direct.
Geddes & Co., Ltd.
5 Peking Road, Shanghai.
Tel. C. 346.

Ask for
SANDY MAC
SPECIAL LIQUEUR
Scotch Whisky

FOR SALE
1,200 Gross Single Cap 8/38 and
1,000 Gross Single Cap 12/38 of
good quality for sale at specially reasonable price.
Please apply to
The Nantoon Co.,
22 Kiukiang Road, Shanghai.
BY MAIL OR CALL.
43574

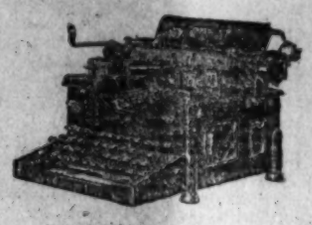
Notice of Removal
We have removed our offices to
No. 95, Szechuen Road,
Laidlaw Buildings.
H. C. AUGUSTESEN
CHINA TRADE
雅利洋行
43569

International Savings Society
7 Avenue Edouard VII, SHANGHAI
STOP—LOOK—THINK
If you subscribe to I. S. S. Premium Bonds on the 15th December you may receive
$11,000.— or more for
$12.— premium

S. S. "HAYO MARU"
(FREIGHTER)
From New York and San Francisco
Will arrive at O. S. K. Yangtszepoo Dock on or about December 1, 1921. Consignees are requested to take delivery of their cargo immediately upon arrival of the vessel. Claims for damaged or short contents will not be recognized unless notice of same be given to the T. K. K. Office within

For Growing Children
THE "ALLENBURY'S" MILK-COCOA is a beverage of inestimable value to delicate and growing children. Let them have a cup before retiring to rest, when it is found to promote refreshing sleep.
Made in a minute—add boiling water only.
ALLEN & HANBURYS, LTD.
Shanghai.
fourteen days from date of arrival of steamer.
S. KINNO.
Acting Manager,
TOYO KISEN KAISHA,
71 Szechuen Road,
Telephones 3229-3230.
43582

Professional Artist
GRADUATE of the Imperial Academy of Petrograd desires pupils, also undertakes advertising work, portrait painting, etc. Apply to Box 272, THE CHINA PRESS
42863


WHY A ROYAL TYPEWRITER ?
COMPARE THE WORK
THE OFFICE APPLIANCE CO
Exclusive Sales Agents
22 Nanking Road, Shanghai

UNION CHURCH LADIES' SOCIETY
SALE OF WORK
On SATURDAY, December 3rd 1921
AT THE
UNION CHURCH HALL
IN AID OF
LIMBLESS SOLDIERS AND SAILORS
Local Purposes and Charities
will be opened by
Mrs. BROOKE-SMITH
at 3 p. m.
There will be a great variety of Fancy Articles suitable for Christmas Gifts, also a nice assortment of Woollen and Fancy Goods, Sweets, Flowers, Fruits, and Home-made Jams.
A Children's Department will be found upstairs with plenty of fun, and a Christmas Tree downstairs adorned with a lovely selection of Dolls and Toys to bring good cheer to all.
Admission $1.00 including Tea
Children 0.50 cents
43579

SHANGHAI-NANKING RAILWAY.

SUNDAY SPECIAL EXCURSION TRAIN.

Up Train.			*Down Train.*		
Shanghai North	Dep.	8.20 a.m.	Wusih	Dep.	17.20 p.m.
Henli	Arr.	9.24 „	Soochow	„	18.15 „
Kunshan	„	9.34 „	Kunshan	„	18.55 „
Soochow	„	10.28 „	Henli	„	19.13 „
Wusih	„	11.23 „	Shanghai North	Arr.	20.10 „

This Special Excursion Train will run each Sunday up to and including December 18th.

By Order,
THE TRAFFIC MANAGER.
42917

Chen Chan Tai Fur Co.
All kinds of new skins and furs have now arrived from their noted places of production as follows: seal, sable, ermine, otter, beaver, musquash, tiger, leopard, wolf, mink, raccoon, cat, fitch, skunk, and natural black, white, red, yellow, and cross fox skins, etc., all of superlative quality and suitable for gentlemen's and ladies' garments, collars, cuffs, scarfs, muffs, capes, etc. Various fox-skin, wild-cat skin, leopard-skin, and wolf-skin rugs in large sizes suitable for motor-cars and carriages. All descriptions of stock are of superior quality and sold at moderate prices.
No. C 133 Honan Road,
Shanghai.
Telephone No. Cent. 2933. 43204

DR. Z. S. TORJEWSKY
DENTAL SURGEON
11, Peking Road Phone Central 2078
(First Floor)
Newest methods of dental treatment and technical work.
OUTFIT AND MACHINERY AFTER THE LATEST INVENTIONS
1922

Amusement Advertising will be found on page 20 and 21

Business and Official Notices

BLANKETS

For Sale 1200 gray woollen double blankets, Size 88 x 64 For particulars write to Box 574, The China Press or Phone Central 2671.
43302

Hankow and Ports

The Hoong On S.S. Co's Steamer Teh-Hsing, Captain Choo, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday, the 29th November, at about 12 o'clock (midnight) (Cabins fitted with steam heater). Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company, No. 1B Hankow Road. Telephones: Freight 1520 and Passage 3283.
43581

LOST

Bank Orders:—Nos. 42192/3, Taels 500 each, of Wei Yuen Bank (渭源), Nos. 23496/7, Taels 125.76 and Taels 500, respectively, of Tsao Foong Bank (兆豐), Nos. 16736/7, Taels 500, and Taels 244.27, respectively, of Yuen Zung Bank (元豐), Six Orders all due 26th day of 10th moon.

Besides notifying the Banks concerned to stop payments and cancel the said Orders, we advertise in the Sin Wan Pao, Shun Pao and in this paper to warn the public not to negotiate them.

TING CHEONG HOU,
鼎昌號啓
43585 N.30

Whangpoo Conservancy Board
Notification No. 113.

TENDERS FOR VARIOUS MATERIALS

Tenders are hereby invited for *Rope, Paints, Cleansing Material, Lubricants, Oil Fuel, Chemicals, Metals, Tools and Sundries* for the Board's Yard at Chang Wah Pang for six months from 1st January to 30th June, 1922, to be delivered as per instructions.

Particulars of requirements and list of materials required can be obtained at the office of the Whangpoo Conservancy Board, 6 Kiukiang Road.

Tenders, marked *"Tender for Material"* and addressed to the Whangpoo Conservancy Board, should state the manufacturer of each article and must be sent in before noon, December 10th, 1921.

The Board do not bind themselves to accept the lowest or any tender, and reserve the right to place the contract for any separate article with any one of the tenderers.

Shanghai, 24th November, 1921.
(Signed) H. von HEIDENSTAM
Engineer-in Chief.
43531

NATIONAL LOANS

Bondholders are hereby notified that the Fourth Drawing of the 3rd Year Loan ($2,750,000) and the Eighth Drawing of the 7th Year Issue of Short Term Bonds ($4,800,000) will be held, as announced by the Loan Bureau of the Ministry of Finance, in Peking, on 1st and 10th December respectively and that payment of drawn bonds will be made on 31st December.

Bonds of the 1st Year 6% Loan (converted issue) which were drawn on 10th November last amounting to $2,719,611.40 will be redeemed on 1st December next, and the interest coupon $1,631,766.84 will be paid on same date.

The interest coupon on the 3rd Year Loan, 7th Year Short Term Bond Issue and the 7th Year Long Term Bonds due on 31st December next will be paid on 31st December.

F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs,
Peking, 21st November, 1921.
43532

LAND FOR SALE

For immediate sale by Private Treaty or by Public Auction on the 22nd December 1921, two very desirable building sites situated on Route Pere Robert, nearly opposite its junction with Route Stanislas Chevalier. The property is held under Consular Title Deeds and consists of one square block with an area of 28 mow 2. 3. 0. and another lot adjoining with an area of 5 mow 5. 6. 6. abutting on Route Pere Robert, both capable of profitable development.

For further particulars apply to Messrs. Algar & Co., Ltd. 11 Yuen Ming Yuen Road, Shanghai.
43466

Dr. I. KURAHARA, M. D.
(Formerly member of the Kitasato Institute of Tokio).
No. 21A Haining Road (near Victoria Theatre). Tel. N. 2279.
Skin, venereal and internal diseases, the treatment of X-Ray and Diathermy.
Bacteriological and Serumtherapy Laboratory now opened.
Blood tests by the genuine Wassermann's reaction.
Home consultations will be attended to in the evening.
Office hours: 8-12 a.m. and 2-4 p.m.

Dr. A. B. OKS, M.D., Specialist for diseases and operations of eyes, ears, throat and nose. Hours: 9-11 and 1-4. No. 6 Jinkee Road, third floor. Tel. C. 1801.
43511

NEWLY ARRIVED
KLIM
Brand
Powdered Milk
SOLD IN
1 lb., 2½ lb. and 5 lb. tins
JUEN TAH & Co.
A1102 Broadway
43510

NOTICE

We take pleasure in announcing our appointment as Agents for Messrs. HACKING & CO., LTD., Bury, Lancashire, England, manufacturers of Textile Weaving Looms and Preparatory Machinery for same.

In this connection we have a fully qualified Textile Engineer attached to our staff whose services are available for consultation.

Inquiries and correspondence invited.

L. WHITWORTH & CO.,
8 Kiangse Road.
Telephone Central 2056.
43490

COAL

We sell all kinds of soft coal and anthractie coal of the best quality and we deliver goods at very short notice. A prices list is given below.

ANTHRACITE COAL

Hongay anthracite (for salamanders)	@ $24.00
Hongay anthracite (Lump)	@ $23.00
Shansi anthracite (for salamanders)	@ $22.00
Shansi anthracite (Lump)	@ $21.00

SOFT COAL

Kitchen Coal No. 1	@ $20.00
Kitchen Coal No. 2	@ $17.00
House Coal No. 1	@ $23.00
House Coal No. 2	@ $20.00
House Coal No. 3	@ $17.00
No. 1 Steam coal (Unscreened)	@ $15.00
No. 2 Steam coal (Unscreened)	@ $13.00
Steam Coal (Dust)	@ $11.00
Kaiping coal (Lump)	@ $13.00
Firewood 40 Bundles	$ 1.00
Charcoal 1 Basket No. 1	cts. 70
Charcoal 1 Basket No. 2	cts. 50

Orders are cordially solicited. We receive orders either by Telephone or by letter 12 noon every day.

ZUNG KEE COAL CO.,
106 North Soochow Road,
near Sinza Bridge.
Telephone No. North 1692.
SHANGHAI.
43442

REMOVAL NOTICE

Notice is hereby given that from Monday, the 28th instant, our offices will be removed from No. 33 Avenue Edward VII to No. 3 North Soochow Road, facing the Garden bridge.

Our telephone numbers are North 2582 and North 4756.

COMPAGNIE ORIENTALE DE CAPITALISATION
43520

China Detective Bureau
11 Laidlaw Building.
Telephone C. 2097
All classes of investigations except divorce cases, merchants credit systems issued. Skilled operators. Strictly under Foreign Supervision.
42838

Fire and Marine Insurance.
Agency is desired for the whole of Manchuria by concern with own offices in the principal towns and agencies in places of minor importance.
Any Fire Insurance Company not already operating in Manchuria and desirous of representation there is requested to communicate with Box 497, THE CHINA PRESS.
43363

CARD
Dr. M. S. MEHTA, M.D.
(Late clinical assistant Soho Hospital for Women, London).
Consultation:—40 North Szechuen Road.
42664

Cercle Sportif Francais
Annual Ball 10th December 1921
The Members of the Club are informed that the Annual Fancy Dress Ball, in two colours, will take place this year on Saturday, 10th December at 10. P. M.
No Masks Allowed
The colours chosen are Red and Violet.
All shades in each of these two colours are admitted.
Gentlemen in dress suit or dinner jacket with only favors of these two colours, as well as ladies in ordinary Evening Dress with only trimmings, such as flowers, ribbons or rosettes,—of these colours will not be admitted.
The number of admission tickets for members and guests is limited to 400, owing to the size of the Club Ball-Room.
Entrance tickets including cold supper, $3.00 each.
Two suppers will be served, one at midnight and the other at 1. A. M. Members are asked to apply to the Manager to reserve tables for either the first or second supper.
No tables can be reserved later than the 7th December.
Non Members can obtain entrance tickets only through a Member. Names and addresses of non Members should be sent in to the Manager of the Club not later than the Wednesday, 7th December.
THE COMMITTEE
43316

In the United States Court for China

In re Estate of **Nino T. Catlin,** *Deceased.*

Cause No. 1538
Estate No. 417

NOTICE

Pursuant to an order of said Court notice is hereby given to all persons having claims against the estate of Nino T. Catlin, deceased, to present the same, with vouchers, to the undersigned on or before May 19, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

ROBERT P. SHERMAN,
Administrator.
c/o Standard Oil Co., of N. Y.,
Shanghai, China.
November 19, 1921.
43342

DR. GEORGE CHENLY, M.D.
Specialist in the treatment of any kind of Venereal Diseases and Piles Piles can be cured within ten days without operation and pain (after one treatment by using the English new method of injection).
FOO WAI HOSPITAL
P471 Nanking Road, Tel. C. 5719. (between Shansi and Fokien Rds.)
CONSULTING HOURS:
7 to 9 a.m. and 5 to 8 p.m.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,600,000
Reserve Liability of Shareholders	£2,000,000

Head Office:
38 Bishopsgate London, E. C.
Shanghai Branch: 12 The Bund

Court of Directors:
Sir Montagu Cornish Turner, Chairman
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. K.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Hongkong	Puket
Amritsar	Ilolio	Rangoon
	Ipoh	Saigon
	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala-Lumpur	Sourabaya
Canton	(F. M. S.)	Tientsin
Cawnpore	Madras	Tavoy
Cebu	Manila	(Lower Burma)
Colombo	Medan	Taiping
Delhi	Peking	New York
Haiphong	Penang	Yokohama
Hankow		

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

R. W. ROBERTSON,
Acting Manager.

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1/6/20)	69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtse
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital ..... Yen 10,000,000

Head office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Paotou.

F. TSING Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£2,500,000
Silver	$21,500,000
Reserve Liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
G. T. M. Edkins, Esq. Chairman
G. M. Dodwell, Esq. Deputy Chairman.
D. G. M. Bernard, Esq.
A. S. Gubbay, Esq.
Hon. Mr. F. H. Holyoak.
A. O. Lang, Esq.
Hon. Mr. E. V. D. Parr.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. Stephen.

Branches and Agencies:

Amoy	Ipoh	Penang
Bankok	Johore	Rangoon
Batavia	Kope	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	35,000,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.

FAR EASTERN BRANCHES:

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.
Foreign Exchange on the principal cities of the world bought and sold.
Safe Deposit Boxes.

Count L. Jeziorski,
General Manager.
Th. de Krayowsowski,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid up Capital	Frs. 100,000,000
Reserves	Frs. 15,978.00

Head Office: BRUSSELS
London Office, 2 Bishopsgate, E.C.2.
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantan, Cairo, Peking and Tientsin.
Agents:
(1) Manchester, 31 Mosley Street
(2) New York, 22 William Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements
Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Offices:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.
Not more than $200 will be received during one month from any single Depositor.
Interest at the rate of 3 1/2% per annum will be allowed upon the monthly minimum balance.
The maximum balance on which interest will be allowed is $5,000.00.
Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.
Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
OFFICE HOURS: 10 a.m. to 3 p.m.
Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital authorised	£1,200,000.00
Capital paid up	1,057,790.00
Reserved Fund HK.	$400,000.00
Undivided profit HK	$950,867.73

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road.

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Established by American and Chinese Capitalists under Special Charter of the Government of China April 12th, 1919.

Authorised Capital	G.$10,000,000
Paid-up Capital	5,000,000

Head Office: Peking.

Branches:
Hankow, Harbin, Manila, Peking, Shanghai, Shihkiachwang Tientsin, Tsinan.

Correspondents throughout the world including the interior of China.

The Bank receives deposits, grants loans; issues drafts and makes telegraphic transfers; buys and sells foreign exchange; issues commercial and circular letters of credit; collects bills, checks and other documents; and does other general banking business.

Shanghai Branch:
No. 11A Nanking Road.

Telephone Nos. Central 5841, 5843 and 5843.

B. KANN, Manager.

LOUIS SHEN, Assistant Manager
SOOYII K. SHEN, Assistant Manager

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad; Singapore Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts. Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager,
T. S. WONG, Sub-Manager

International Banking Corporation

Capital, Surplus & Undivided Profits G.$14,000,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street

Branches

China		Rangoon
Canton		Japan
Hankow		Kobe
Harbin		Yokohama
Hongkong		Java
Peking		Batavia
Shanghai		Sourabaya
Tientsin		Panama
Dominican Republic		Colon
Barahona		Panama
Puerto Plata		Philippine Island
San Francisco de Macoris		Cebu
San Pedro de Macoris		Manila
Sanchez		Spain
Santiago		Madrid
Santo Domingo		Barcelona
India		Straits Settlements
Bombay		Singapore
Calcutta		

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina		England
Buenos Aires		London
Rosario		Italy
Belgium		Genoa
Antwerp		
Brussels		Peru
Brazil		Lima
Bahia		
Pernambuco		Porto Rico
Rio de Janeiro		Ponce
Santos		San Juan
Sao Paulo		South Africa
Chile		Cape Town
Santiago		
Valparaiso		Uruguay
Cuba		Montevideo
Havana and 22 branches		Venezuela Caracas

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

N. S. MARSHALL, Manager.
1a Kiukiang Road.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,860.00
Reserve Fund	$1,298,522.60
Special Reserve Fund	$1,898,893.62

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang.
Manager.

Shanghai, 15th February, 1919.

Kincheng Banking Corporation

行業城金

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital	$4,500,000
Surplus	$ 360,000

Head Office: Tientsin
Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address, "Kincheng" Shanghai
Tel. Nos:
General Office: C. 1360
Managers' Office: C. 1360
Foreign Dept. C. 3446.

Nederlandsche Handel Maatschappy

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital:	Guilders 80,000,000 (about £6,666,666)
Reserve Funds:	Guilders 18,979,250 (about £1,581,604)
Special Reserve:	Guilders 22,660,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin		Pekalongan
Bandoeng		Palembang
Bombay		Penang
Calcutta		Pontianak
Cheribon		Rangoon
Djember		Semarang
Djokjakarta		Singapore
Hongkong		Soerabaya
Kobe		Soerakarta
Kota-Radja		Tebing-Tinggi
Langsa		Tegal
Makassar		Telok Betong
Medan		Tjilatjap
Padang		Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB.
Acting Manager.

The Bank of East Asia, Ltd.

行銀亞東

Shanghai Branch:—30 The Bund

Authorised Capital	$10,000,000.00
Paid up Capital	$5,000,000.00

Head Office: Hongkong
London Bankers: The London Joint City & Midland Bank, Ltd.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

RUE CHENG,
Acting Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital	$2,000,000.00
Reserve Fund	$133,316.00
Undivided Profits	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, Hankow and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.
Saving Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING,
Manager.

SHANGHAI BRANCH,
139 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars.	4,800,000
Aut. Cap. Gold lt. Lire	16,000,000
Paid up Capital	Silver $1,200,000
Paid up Cap. Gold lt. Lire	4,000,000

Branches:
Hankow, Peking, Shai, Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud. Comptoir National d'Escompte de Paris, Banque Italo Belge.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.
Belgium—Credit General Liegeois.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Banksinit
SHANGHAI, No 16 Kiukiang Rd
Tel. Offices: Central 5090 & 5091
Managers' Office, Central 5094.
G. GIACHINO——SHU LING
Managers

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1919
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 194,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsiakiangpu	Kobe	St. Louis
			Cincinnati

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$621,000
HEAD OFFICE, 58 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
TOKYO PARIS YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5874 & 5875.
CURRENT & FIXED DEPOSITS
Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.

Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$380,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
in principal cities throughout China.

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

中南銀行 CHINA & SOUTH SEA BANK, LTD.

Authorised Capital: $20,000,000
Paid-up $ 5,000,000

4 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasosea

Tel. Nos. { Managing Director: C 6324 / Foreign Exchange: C. 3099

Y. Hou,
Managing Director.

FAR EASTERN BANK

(Banca d'Estremo Oriente)

Capital Authorized ..... Lit. 50,000,000.—
Capital Paid up ..... Lit. 12,500,000.—

HEAD OFFICE
36 Kiangse Road, Shanghai

BRANCHES
TIENTSIN—CANTON—TSINGTAO.

BANKERS ITALY—Banca del l'Italia Meridionale.
BANKERS U.S.A.—New York, East River National Bank, San Francisco, Bank of Italy.
BANKERS JAPAN—Dai-Ichi Ginko, Ltd.

Interest allowed on current, fixed and savings accounts in all currencies at rates of interest according to arrangement.
Local Bills discounted—Cable Transfers bought and sold, Drafts issued and telegraphic transfers effected all over the World.
SPECIAL FACILITIES for Italian business and exchange, for Chinese stock exchange transactions and for Gold exchange.

Managing Directors:
Viscount E. M. DI VILLA Mr. W. S. T. NIEN
Cable address "BANKFAREST"
Telephones C. 494, C. 3487, C. 2082.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$2,500,000.00
Reserve Fund	$500,000.00

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2656
General Office: Cen. 2612 & 2614
Branches
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.
FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe Osaka, Berlin and Hamburg.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit granted on approved securities.
Savings accounts—4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Min, Sub-Manager.
Y. S. Tung, Sub-Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

上海惠工銀行

Authorised Capital	$1,000,000.00
Capital paid up	$ 750,000.00

Head Office and Branch 1: 17 & 18 Kiukiang Road.
General banking business transacted and agencies, correspondents in principal commercial centres in China.
General Manager: ROBERT LEE, 李瑞九
Manager: K. N. SUNG, 沈仲年 Sub-Manager: S. Y. FONG, 馮叔韻
Opening date: 3rd Nov.
Tel. No. C. 6414 & C. 6415.
Telegr. Address: Banksibco / Chinese "4999"

Kianghsin, *Hankow*	Dec.	1
Kiangshun, *Hankow*	Dec.	3
Kiangyung, *Hankow*	Dec.	2
Kiangyu, *Hankow*	Dec.	5
Kumano Maru, *Japan*	Nov.	30
Kutwo, *Hankow*	Nov.	30
Loongwo, *Hankow*	Dec.	4
Luenyi, *Hankow*	Nov.	27
Ngankin, *Hankow*	Nov.	30
Sakaki Maru, *Dairen*	Dec.	3
Shantung, *Tsingtao*	Dec.	1
Shengking, *Hankow*	Dec.	1
Shuntien, *Tientsin*	Nov.	30
Sinkiang, *Hongkong*	Dec.	5
Soochow, *Hongkong*	Nov.	28
Suiwo, *Hankow*	Nov.	27
Suiyang, *Hongkong*	Dec.	3
Sunniang, *Hongkong*	Dec.	1
Takeshima Maru, *Japan*	Nov.	30
Tatung, *Hankow*	Dec.	3
Tehhsing, *Hankow*	Nov.	27
Tenyo Maru, *Hongkong*	Dec.	1
Tuckwo, *Hankow*	Dec.	1
Tungchow, *Tientsin*	Nov.	27
Tungshing, *Hongkong*	Nov.	27
Waishing, *Tsingtao*	Nov.	29
Whangpu, *Hankow*	Dec.	2
Woosung, *Hankow*	Dec.	5
Wosang, *Hankow*	Dec.	3
Wuchang, *Hankow*	Nov.	28
Yamashiro Maru, *Japan*	Nov.	27
Yawata Maru, *Japan*	Dec	3
Yushun, *Tientsin*	Nov.	29

Launch Services

TODAY

The tender conveying passengers and baggage on board the C.P.S. s.s. Empress of Russia, for Manila and Hongkong will leave the Customs Jetty at 1:30 p.m.

TOMORROW

The tender conveying passengers on board the S.P. s.s. Shinlee, for Vladivostok will leave the Customs Jetty at 5 p.m.

The tender conveying passengers and baggage on board the S. M. R. s.s. Chobei Maru, for Tsingtao and Dairen will leave the Customs Jetty at 8 a.m.

Sunday, December 4, 1921

The tender conveying passengers and baggage on board the S.M.R. s.s. Sakaki Maru, for Tsingtao and Dairen will leave the Customs Jetty at 12:30 p.m.

Monday, December 5, 1921

The tender Whangpoo conveying passengers and hand baggage on board the M.M. s.s. Amazone, for Marseilles will leave the Customs Jetty at 10 a.m.

Vessels Due

Changon, *Hankow*	Dec.	1
Chenan, *Hongkong*	Dec.	2
Chihli, *Tientsin*	Dec.	4
Chungking, *Hankow*	Dec.	4
E. of Russia, *Vancouver*	Nov.	27
Esang, *Hankow*	Nov.	28
Hopsang, *Hongkong*	Dec.	2
Hsinchi, *Foochow*	Nov.	27
Hsin Peking, *Ningpo*	Nov.	27
Hsin Ningshao, *Ningpo*	Nov.	27
Kiangfoo, *Hankow*	Nov.	28
Kiangteen, *Ningpo*	Nov.	29
Kiangwah, *Hankow*	Nov.	28

-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST

Today's Closing

Stock	Closing Quotations
Banks	
H. K. and S. B...	$715 S.
(New).....	$700 S.
Chartered	£14¼
Russo-Asiatic ..	Tls. 250
Marine Insurances	
Canton	H.$445 B.
North China	Tls. 144
Union of Canton.	Tls. 244 Sa.
Yangtsze	$25 S.
Far Eastern Ins...	Tls. 22½
Fire Insurance	
China Fire	H.$125 B.
Hongkong Fire ...	H.$360 B.
Shipping	
Indo-China Def..	H.$287 S.
Indo-China Pref..	H.$35 B.
"Shell"	90/-
Shanghai Tug ord.	Tls. 36½ S.
S'hai Tug Pref. ...	Tls. 36 B.
Minings	
Kaiping	Tls. 22 S.
Oriental Cons. ..	13/- S.
Raub	H. $1 B.
Docks	
Hongkong Dock .	H.$190 S.
Shanghai Dock ..	Tls. 115 B.
New Eng. Works .	Tls. 8½ B.
„ Pref. ...	Tls. 4½
Wharves	
Shanghai Wharf..	Tls. 137½ B.
Hongkong Wharf.	H.$80½ B.
Lands and Hotels	
Anglo-French Land	Tls. 82 B.
Shanghai Land ..	Tls. 80
Weihaiwei Land .	Tls. 3
S'hai Hotel, Ltd..	Tls. 67½ B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 10 S.
E-wo (pref.)	Tls. 96 B.
Lee-kung-mow .	Tls. 32
Oriental	Tls. 14½
Shanghai Cotton .	Tls. 147½
Industrials	
Butler Tiles	Tls. 25
China Sugar	H.$100 S.
Green Island	H.$25½ B.
Langkats	Tls. 9¾ B.
Major Bros.	Tls. 5
S'hai Sumatra ..	Tls. 80 B.
Stores	
Hall and Holtz ...	$8
Llewelyn.....	$80
Lane, Crawford ..	$95 B.
Moutrie	$40
Watson	H.$9.35
Wedd.....	$13 S.
Rubbers (Local)	
Alma	Tls. 3 B.
Amherst	Tls.0.15 B.
Anglo-Java	Tls. 4¾ B.
Anglo-Dutch	Tls. 1.40 B.
Ayer Tawah	Tls. 10 B.
Batu Anam 1918.	Tls. 0.35 B.
Bute	Tls. 0.25 B.
Bukit Toh Alang.	Tls. 1
Chemor United ..	Tls. 0.35 B.
Chempadak	Tls. 1¼ B.
Cheng	Tls. 1
Consolidated	Tls. 1¼ B.
Dominion	Tls. 0.65 B.
Gula Kalumpong.	Tls. 4 B.
Java Consolidated	Tls. 5¾ B.
Kapala	Tls. 0.20
Kapayang	Tls. 6
Karan	Tls. 2 B.
Kedah ..	Tls. 0.40 B.
Kota Bahroe	Tls. 0.90 B.
Kroewoek Java ...	Tls. 5¼ B.
Padang	Tls. 2 B.
Pengkalan Durian	Tls. 1
Permata	Tls. 0.50 B.
Repah	Tls. 0.25
Samagaga	Tls. 0.35 B.
Seekee	Tls. 0.50
Semamba	Tls. 0.65 B.
Senawang	Tls. 0.50
S'hai Klebang ...	Tls. 30 cts. B.
Shanghai Malay .	Tls. 1
S'hai Malay pref..	Tls. 4 B.
Shanghai Pahang .	Tls. 0.15 B.
Sungala	Tls. 25 cts.
Sungei Duri	Tls. 5 B.
Sua Manggis	Tls. 0.65 B.
S'hai Seremban .	Tls. 0.15 B.
Taiping	Tls. 0.20 B.
Tanah Merah	Tls. 0.35 B.
Tebong	Tls. 0.90 B.
Ziangbe	Tls. 2.10 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Cuity Dairy	Tls. 12½ B.
Shanghai Trams .	Tls. 78 B.
Shanghai Gas	Tls. 26 B.
Horse Bazaar	Tls. 40
S'hai Mercury ...	Tls. 20 B.
S'hai Telephone .	Tls. 90 B.
S'hai Waterworks.	Tls. 127½ B.

S. Sellers. Sa. Sales. B. Buyers

Benjamin and Potts, 3 Jinkee Rd.

Telephone No. Central 395.

Share Market

Messrs. J. P. Bisset and Company write as follows in their share report for week ending November 25:

Business in the local share market has shown no improvement since last week and quotations generally are easier. There has been a small enquiry for Ewo Cotton Mills shares to cover short forward Sales for November Settlement which has caused a slight advance in price but otherwise transactions recorded call for no special comments.

Money Exchange

Shanghai, November 26, 1921

Mexican Dollars

Market	733
Native Interest	30

Shanghai Gold Bars 978

Touch	320
Copper Cash	209,000
Bar Silver	37⅝
„ London rate	
Bank rate of Discount ...	5%
Paris on London	57.51
New York on London..	399⅛

Banks Opening Selling Rates.

London

Telegraphic Transfer

per Tael ..... 3s. 8d.
Demand ..... 3s. 8 1/16d.

New York

Telegraphic Transfer ... 73⅛
Demand 73½

Paris

Demand 1058

India

Demand 275½

Hongkong

Demand 71½

Yokohama

Demand 65½

Batavia

Demand 211

Singapore

Demand 63⅛

Banks Opening Buying Rates

London Nominal

Demand	3s. 9 3/16d.
4 m-s. Credits	3s. 11d.
4 m-s. Docs.	3s. 11 1/16d.
6 m-s. Credits	4s. 0 1/16d.
6 m-s. Docs.	4s. 0 3/16d.

New York Nominal

Demand	76⅛
4 m-s. Credits	80⅛
4 m-s. Docs.	81

Paris

4 m-s.	1155

PARIS-LONDON RATE

(French Wireless through Reuter)

Paris, Nov. 24.—The Paris London crossrate is quoted today at: £1—56-86-½.

Gold Dollars: Bank buying rate

@ 76⅛=Tls. 131.14
@ 735=Mex. $178.42

Sovereign: Bank buying rate

@ 3s. 9 3/16d.=Tls. 5.25
@ 73.5=Mex. $7.14

Tourists' Exchange

@ **Bank's Demand Buying Rates** *(Hongkong and Shanghai Bank)*

£10 @ exch. 3/9⅜=Tls. 52.46
G.$50 @ exch. 76⅛=Tls. 65.57
Fr. 250 @ exch. 1105=Tls. 22.62
1 Shanghai Tael=Mex. $1.38 at Bank's selling rate for Mexican Dollars.

CUSTOMS HOUSE EXCHANGE FOR NOVEMBER

Hk. Tls.	4.66	@ 3/10⅛	£1
„	1.19	@ 75⅛	Gold $1
„	1	@ 1048	Fr. 11.67
„	1	@ 64	Yen 1.74
„	1	@ 279½	Rs. 3.11
„	1	@ 18	It. Lire 20.05
„	1	@ 1.50	Mex. $1.50
„	1	@ —	Roubles —

International Banking Corporation

CLOSING COUNTER RATES

Demand selling on America	.74
Demand buying on America	.76
Demand selling on London	3/9
Demand buying on London	3/10

GOLD BAR QUOTATIONS

(Far Eastern Bank)

Time	Quotations	Bars
9:00	321.50	
9:20	321.50	210
9:30	321.20	350
9:40	321.30	420
10:10	320.10	350
10:30	311.60	210
10:50	320.10	350
11:00	320.20	210
11:20	319.90	140
11:30	320.20	350
11:50	318.50	210
Closing at noon		
12:00	318.70	350

ROUBLES EXCHANGE

Banks' Buying Rate

Roubles 265,000 ....Tls. 100
Roubles.100 .....Mex. $0.05

LIRE EXCHANGE

Latest Bank Selling Rates

It. Lire 18.=1 Tael
Swiss Frs. 3.95=1 Tael
Marks 185.=1 Tael

Exchange Fluctuations

Asia Banking Corporation

November 26, 1921

Spot and forward bar silver were each down 1-2d. in London yesterday.

The New York price declined to 66⅞ cents and the London-New York cross rate to 399.

The opening official Sterling rate today was 3-8, the Gold Dollar rate 73⅛, the Yen rate 65½ and the Franc rate 1055.

The market, however, was firm at the opening, speculators being sellers and there being also a few bills offered.

The official Sterling rate was therefore raised 1d. to 3-9, the Gold Dollar rate to 74¾, and the Yen rate dropped to 64.

The market closed firm with sellers of Sterling at 3-9½ for November and 3-8⅞ for December.

Also sellers of Gold Dollars at 75¾ for November and 74¾ for December.

The drop in London yesterday is attributed to selling on the part of the Continent.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions, yesterday

Shanghai, November 26, 1921

Nanyang Brother's Tobacco Co.
$27.60 November

The China Trading Trust Co.
$7.60 November
$8.20 December
$9.00 January

Shanghai Flour Exchange
$49.50 November

Chartered S. & P. Ex. (Old).
$131.50 November
$137.20 December
$139.00 January

Chartered S. & P. Ex. (New).
$39.40 November
$41.40 December
$41.90 January

China Cotton Standard of Tungchow.
Tls. 28.70 November
Tls. 28.50 January
Tls. 29.40 February
Tls. 29.55 March

Local Yarn for Standard 16's Cloudy Stork.
Tls. 135.20 November
Tls. 135.10 December
Tls. 137.20 January
Tls. 138.40 February
Tls. 138.60 March
Tls. 138.60 April

Silk Report

Messrs. William Little and Company write as follows in their weekly silk report dated November 25.

Our last Report was dated November 18.

The market, as might have been anticipated, has ruled very quiet in face of last week's business and the advance generally required. Exchange rates have also been against fresh transactions. Tussah Filatures have, however, been in request, rates declining Tls. 7½ but quickly recovering to former basis. The Japan market has advanced to Yen 1,810 for Shinshui No. 1 with reduced stocks and a firm undertone.

Tussah Filatures Scoc.—Fresh business was done at Tls. 7½ decline but with further enquiry recovered to Tls. 650 av. for Best grades.

Tsatlee New Style.—We hear M.H.Y. Blue Dragon, Feima Ex. 1, 2; has sold at Tls. 1,095 av. thus establishing a further record in price.

LET US DO YOUR PAINTING
THE FEARON DANIEL COMPANY

Jute Fabrics

There has been hardly any business in this line since the end of last month and rates are altogether nominal.

Calcutta wires that it has been practically settled that the Jute mills should continue working four days a week for an indefinite period from January 1 next and that those desiring to withdraw from the agreement must give two or three months' notice before doing so.

LATEST QUOTATIONS

	Shanghai per 1000 ex godown, Tls.
Heavy C's Bluestripe 2¼ lbs.	170.00
„ „ Greenstripe 2½ „	180.00
Hessian Cloth 11 oz x 45 in.	80.00

Imports and exports compiled from Custom's daily returns from Oct. 26 to Nob. 22 inclusive:

Imports from Hongkong and India 8508 Piculs; Exports to Chinese Ports 4693; Exports to Dairen 324; Estimated Stocks are 1,500 bales Bluestripe; 1,500 Greenstripe.

The Rubber Census

(China Press Service)

We are officially informed that the rubber census now being undertaken falls into two main divisions: (a) A census of stocks. (b) A census of the acreage under rubber.

The census of stocks has been fixed for the December 31 and will be held simultaneously throughout British Malaya. All rubber dealers and all estates of any size will be served with notices calling upon them to make a return in the specified form of all such rubber as is in their possession on the date in question. In the case of small holders it has not been thought practicable to call upon them to make similar returns, but arrangements are being made for a number of enumerators to collect particulars as to the stocks held by a considerable number of small holders shortly before the census date. It is hoped in this way to obtain a fairly accurate estimate of the stocks so held. It is not thought the stocks held by small holders are sufficiently large for an error in the estimate to seriously affect the total figures for Malaya.

The census of acreage is a much more elaborate undertaking. Considerable divergence of opinion existed at one time as to whether this census should be based on the number of trees, or on the acreage under rubber. However on the advice of several of the leaders of the planting industry, it was decided to base the census on acreage, as the more permanent and truer index of the country's possible output of rubber. The information it is hoped to obtain is the acreage of

(I) Rubber that has been tapped
(II) Rubber not yet tapped but over 4 years old
(III) „ „ „ 3 „
(IV) „ „ „ 2 „
(V) „ „ „ 1 „
(VI) „ „ under 1 year old.

In the case of estates the information is being collected by means of returns filled in by the various estate managers, and the work consists of little more than checking and tabulating these returns. In the case of small holdings, however, it is not feasible to adopt this procedure and it is necessary to employ men to visit each separate holding. The men so employed are Malays, usually with some previous survey experience, and a European, the District Surveyor where available, or an ex-planter temporarily engaged for the work, is put in charge of from 10 to 12 of them. Some idea of the magnitude of the work will be furnished by the fact that in the F.M.S. alone there are something like 350,000 lots that will have to be visited. To furnish the men doing this work with plans showing the lots they have to visit will involve the preparation of some 3,000 tracings. Work on similar lines is being undertaken throughout British Malaya. In the Straits Settlements the work is under the charge of Mr. G. A. Hereford who is also advising the Malay States of Johore, Kedah, and Perlis. In the F.M.S. Mr. M. Rex is in charge and is advising Kelantan and Trengganu in connection with this census.

The China Mutual Life Insurance Co., Ltd.

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10 Canton Road, Shanghai.

The Industrial Development Bank of China

SHANGHAI BRANCH.

Authorised Capital ..Mex $5,000,000
Paid Up Capital 1,500,000

Authorised by the Ministry of Finance at Peking, and operated in accordance with the Rules and Regulations for Industrial Banks.

Domestic Exchange transacted, credit granted on securities, interest allowed on current account and fixed deposits, Bills discounted, specie bought and sold, and banking and exchange business of every description transacted, Special Savings Department.

Agencies at Soochow, Wuxih, Chinkiang, Nanking and Huchow (Kiangsu), Hangchow, Kashing, Huchow, Shaoshing, Ningpo, Wenchow and Haimen (Chekiang) Anking, Wuhu, Pangfou (Anhui) Nanchang, Kiukiang (Kiangsi) Hankow and Ichang (Hupeh), Changsha (Hunan), Foochow and Amoy (Fukien), Swatow, Canton and Hongkong (Kuangtung), Tientsin (Chihli), Tsinafu (Shantung), Mukden Yingkow, Dairen, Changchun, and Harbin (Manchuria) Where agencies are not yet established the Bank of China will be requested to act as agent.

Head Office: 4, Hsiboyen, Peking
Zah Tung-jei, Manager.
Chen Ting-hsi, Sub-manager
Shanghai Branch, 16, Peking Road

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New York-London-Paris
Mercantile Trust Co., San Francisco, Cal.
The Northwestern National Bank of Portland, Ore.
Citizens National Bank, Los Angeles, Cal.

Shanghai Branch
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INTEREST RATES ON APPLICATION
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I perceive that you dine at the Trocadero"

Private Buffet Bar in charge of the popular Number One boy, Ah Pao, formerly No. 1 at the Palace Bar. First Class Table d'Hote meals at reasonable charges.

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CEPCOL—Hair Tonic as prescribed by Professor Pospieloff.

CEPCOL—Menthal Alcohol for headaches and Neuralgia.

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"Field Gun" Brand Equal to the Best Imported Flour.

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Our Flour is highly ecommended by all Chinese and foreign consumers. We supply it to all parts of China and any part of Europe.

We solicit your inquiries and patronage: the former will have our immediate attention.

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To keep a supply of "Watson's Dry Ginger Ale" in your Home, means

TO KEEP OUT COLDS

Nothing beats it. It warms you up, stimulates and sustains. Its tonic effects are almost instantaneous, and do not pass away quickly. Entirely non-alcoholic, therefore suitable for old and young alike.

Prepared under Mr. Piens' personal supervision.

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HEALTHY CHILDREN ARE HAPPY CHILDREN

You cannot give the little ones Tea or Coffee without endangering their health. Even Cocoa, despite popular belief, contains little or no nourishing value, and even then proves heavy and indigestible.

GIVE YOUR CHILDREN

OVOMALTINE

and see what effect this Ideal Beverage has upon their health and general disposition.

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FINE PROGRAM FOR PAN-PACIFIC TIFFIN SATURDAY

An unusually appealing program of speechmaking has been arranged for the tiffin-meeting of the Pan Pacific Association to be held next Saturday at the Carlton Cafe.

Commissioner of Foreign Affairs C. F. Hsu will preside and the speakers will be Major-General W. M. Black, U.S.A. retired, senior member of the Committee of Consulting Engineers of the Whangpoo Conservancy; Miss Mary E. Woolley, L. L. D., president of the Mount Holyoak College; and Dr. Kenyon L. Butterfield, president of Massachussetts Agricultural College.

All are speakers of unusual force and ability and the topics they will discuss promise the creation of much interest.

Dr. Woolley is in China at the present time as a member of the Educational Commission that has come to make a survey of education in this country. She has the distinction of being a Director of the Hall of Fame besides holding numerous other offices, notably that of Chairman of the Massachusetts Committee of Citizenship of the League of Women Voters, Senator of the Phi Beta Kappa Society, Vice-chairman of the College Entrance Examinations Board, member of the National Board of the Y. W. C. A., member of the Board of Trustees of Madras (India) Union College for Women and also of Constantiople Women's College.

Dr. Butterfield is one of the most prominent political economists and sociologists of America, and is also a collaborator in charge of the agricultural divison of the Department of Economics and Sociology of the Carnegie Institution, Washington, D. C. During the War he was sent to Europe on a special mission in connection with rural credits. His subject is "World Agriculture."

Maj. Gen. Black will speak on the Whangpoo Conservancy.

The meeting will begin at 12.15 o'clock and close not later than 2:00. Tickets, $1.50, payable at the door. Members and friends are reminded, however, that notice must be sent in advance to the Honorary Secretary, Mr. Geo. A. Fitch, at 120 Szechuen Road, in order that proper provision may be made. Ladies will be admitted. Those who are not members of the Association and desire to attend this meeting are asked to communicate with Mr. Fitch not later than Wednesday evening.

Capt. And Mrs. Loftin Meet In Shanghai After Circling Globe

Mrs. Frank Loftin, the wife of Captain Loftin, commander of the U. S. S. Isabel, the flagship of the Yangtsze patrol was a passenger yesterday on the Golden State which arrived after a record run from San Francisco.

The arrival of Mrs. Loftin in Shanghai marks the finish of a remarkable tour for the couple; the Loftins meeting in Shanghai after each had made a half circle of the globe in opposite directions.

"We are going to have a problem to figure out our birthdays now," the Captain said yesterday. "Mrs. Loftin came to Shanghai by way of Panama and I came through Suez. The international date line is on the wrong side of Shanghai and now the calendar says I have been married a day longer than Mrs. Loftin."

Captain and Mrs. Loftin are well known in Shanghai when they were here about five years ago when Captain Loftin was skipper of the U. S. S. "Quiros."

Moplahs' Deaths Now To Be Probed

(Reuter's Service)

London, Nov. 25.—The Government of Madras reports that investigations up to the present cast doubt on the alleged cause of death of the Moplahs, reported to have been asphyxiated on November 22. The men were in an ordinary luggage van. The Surgeon-General has been instructed to make a full investigation.

SIX-FOLD EXPORTS

(Reuter's Service)

New York, Nov. 25.—American exports to China during the last twelve months are valued at nearly $150,000,000 as compared with $25,000,000 before the war.

Passengers Departed

Per C.N. s.s. Yinchow for Swatow: Mr. C. S. G. Lloyd; for Hongkong: Mrs. A. Jones and child, Messrs. A. H. Koe, P. M. Thien, A. J. Hope, J. S. Shroff, S. M. Seth, J. E. Walsh, W. F. O'Shea.

Per C.N. s.s. Chilhli for Chefoo: Mr. Bendixsen.

Japan for Vancouver: Mr. A. E. Burns, Miss Dora Clark, Mr. J. H. Hinton, Miss Barbara Hinton, Messrs. E. J. Hazen, G. V. Monk, Dr. R. M. Pearce, Messrs. L. V. Ball, Chang, Ho Sam, Mrs. Ho Sam.

AFTER THE AUTOMOBILE SHOW COME TO THE

ASTOR HOUSE BALL ROOM

DANCING EVERY EVENING
(Except Sunday) until 1.30 A.M.
HOT AND COLD SUPPER
SPECIALTIES SERVED FROM 10 P.M.
TEA DANSANTS EVERY DAY
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Pleasant Surroundings, Superior Cuisine, Perfect Service
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AN ORCHESTRA FAMOUS FOR ITS PERFECT DANCE TEMPO
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YOU'LL MEET ALL SHANGHAI AT THE ASTOR HOUSE

Don't Forget

After The Auto Show
The Del Monte

WE'RE making a name for ham and eggs these days—great stuff, ham and eggs, these cold early hours. We've got some Australian ham that makes your mouth water.

HARRY DUDLEY is going strong—he's got Shanghai whistlin'—and besides there's Bill Powers, our new pianist, also from Frisco, Purcell's band—We've bought him a new piano and he's sure good on the ragtime stuff. Come on along, everybody.

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IN THE INTERNATIONALLY CELEBRATED GRIPPING DRAMA
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THE ROMANCE OF A LAWBREAKER WHO IS A HEARTBREAKER
6 PARTS *THE DRAMA THAT WILL PICK THE LOCK OF YOUR EMOTIONS AND THROW ITS SEARCHLIGHT INTO YOUR HEART* PARTS 6
THE MOST GRIPPING AND FASCINATING CROOK PLAY OF ALL TIME
It's Greater Than "The Honor System" and Much Faster Than "His Empty Pockets." You will say so.
LOOK OUT FOR JIMMY! HE'LL STICK YOU UP AND FRISK YOU OF MORE THRILLS THAN YOU EVER BELIEVED YOU HAD CONCEALED ABOUT YOU !!!!!!!!!!.
YOU'LL REGRET LETTING HIM MAKE A GET-AWAY WITHOUT SEEING HIM
Admission Prices: $1.00, 60 cents and 40 cents.

SHOOT YOURSELF SAYS PAPER TO MUKDEN TUCHUN

Staff Wire to The China Press

Peking, Nov. 26.—Commenting on Chang Tso-lin's demand that the person responsible for the alleged over-issue of Bank of China notes be shot, the Peking-Tientsin Times today suggests that the Fengtien war lord has signed his own death warrant and has the first claim to stand before a firing squad.

Present indications are that the Liang Shih-yi group will salvage the Bank of China and the Bank of Communications avoiding the use of Chang Tso-lin's money.

Despite assurances to the contrary, it is still almost impossible to dispose of the notes, although the police are parading as criminals those who refuse to accept the notes and merchants are using every effort to avoid them. With troops preventing the crowds from entering the banks, it cannot be said that they are meeting all demands.

SHANGHAI MAY HELP?

(Reuter's Pacific Service)

Peking, Nov. 23.—The banking situation today shows a slight renewal of uneasiness on the part of the Chinese public, due in part to the fact that the silver from Mukden has not found its way into the banks of China and Communications.

As he had promised General Chang sent $3,000,000 in silver to Peking, where it arrived on the evening of the 21st inst. General Chang, however, made certain stipulations with regard to the Bank of China which were not acceptable to that Bank.

He proposed that Mr. Wang Yung-chien, Provincial Director of Finance at Mukden, should take over the post of Governor of the Bank of China, "in order to carry out a thorough investigation of the bank's financial condition." A meeting was immediately called by the Bankers' Association and after a sitting lasting from seven o'clock in the evening until three next morning it was resolved to decline General Chang's proposal.

General Chang thereupon gave instructions for the money to be paid into his two banks in Peking. This was done, $1,700,000 being deposited with the Chen Fa-ho and the balance of $1,300,000 in the Three Eastern Provinces Bank. Since then negotiations between General Chang Tso-lin and the Bankers' Association have continued without a settlement.

SHANGHAI URGED REJECTION

The Bankers' Association at Shanghai is reported to have replied to a telegram announcing General Chang's terms with an offer to send $3,000,000 to Peking and the suggestion to inform General Chang that his money was not required.

Meanwhile General Tsao Kun's $2,000,000 are lying at Tientsin and General Tsao is awaiting a settlement of the controversy between General Chang and the Peking Bankers' Association. General Tsao has informed the Central Government that he does not intend to send his funds to Peking and allow them to be lost to sight in the present indefinite situation.

Details regarding the recent panic are beginning to leak out and it seems evident that control of the Bank of Communications has been the object of the party seeking to create the crash.

The old Chihotung Party evidently wanted to precipitate a crash in order to loosen the grip of Mr. Tsao Yu-lin and his followers on that bank. Mr. Tsao is said to have done his best to maintain the credit of the bank, which was natural in the circumstances. The Bank of China appears to have been drawn into the panic owing to its close relations with the Bank of Communications.

CHINESE OPTIMISTIC

Chinese officials are quite optimistic regarding the outcome of the present situation and confidently predict that Shanghai's $3,000,000 will arrive in Peking tomorrow. They unhesitatingly state that the future of the Bank of China is safe, but that the position of the Bank of Communications is more problematical.

The Banks of China and Communications recently proposed the formation of what they called a "public treasury" to receive and hold notes of the two banks, on which ten percent would be paid until redemption. This proposal reached the Government through the Bankers' Association and the Peking Chamber of Commerce. The Government objected to the scheme, however, on the ground that it would be viewed as a moritorium and would place the notes at a discount, thus upsetting the market.

In connection with General Chang Tso-lin's conditions for handing over his $3,000,000 in addition to demanding the appointment of his nominee, Mr. Wang, as Governor of the Bank of China, it is reported unofficially but on good authority that he said it was obvious that there had been an unjustifiable issue of notes and that an inquiry must be held regarding the affairs of the Note Issue Department and that the person responsible for the over issue of notes must be shot.

General Chang pointed out that he followed that plan at Mukden last year when the financial crisis occurred in Manchuria and that the execution of the guilty official immediately quelled the panic. Since then he had had no difficulty of that character.

ST. GEORGE'S CAFE

TEA DANCE

THIS AFTERNOON

From 4.30 p.m. to 7.30 p.m.

Admission $1.00 including Tea

For Reservation

Phone W. 2279

ISIS THEATRE

On Monday, November 28, Tuesday and Wednesday

GEORGE B. SEITZ

IN

"VELVET FINGERS"

A vivid colorful serial of the underworld

A drama of a romantic thief. 15 episodes

Episode 11: "THE OTHER WOMAN"

Episode 12: "INTO AMBUSH"

MATINEE TO-DAY 3 p.m.

"VELVET FINGERS"

Episodes 9th and 10th

TO-NIGHT at 7.15 and 9.30

Mrs. Charles Chaplin

in

"POLLY OF THE STORM COUNTRY"

OLYMPIC THEATRE

Special Film Attraction

SHOWING FOR FOUR NIGHTS ONLY

On November 27th, 28th, 29th and 30th

'THE GREAT MOMENT'

ELINOR GLYN'S

Tremendous Drama

Glorious with GLORIA SWANSON and a super-cast of stars

Mr. GREAMANOVA, famous Russian artist, popularly known in Shanghai, appears in the great dancing scene

One of the latest and greatest film productions to date

Victoria Theatre

MATINEE TODAY

SHOWING

ON SUNDAY, NOVEMBER 27th.

GAIL KANE IN "SOMEONE MUST PAY" GENERAL FILM CORPORATION

IVAN ABRAMSON

PRESENTS A SPECIAL PROGRAMME

THE PHOTO-DRAMATIC TRIUMPH OF THE SEASON

"Someone Must Pay"

Would you forgive your husband for the most terrible accusation?

Would you forgive him even if he were responsible for the death of your child?

If you have a heart you must see how you can avoid unhappiness if someone must pay.

Admission: Dress Circle $1.50, Stalls $1.00

Matinee Today, November 27th Showing "SOMEONE MUST PAY" and Two New Episodes of "THE EVIL EYE"

LYCEUM THEATRE

WARWICK COMEDY Co

Monday and Tuesday Nov. 28 and 29 at 9.15

THE CIRCLE

Wednesday, Thursday and Friday Nov. 30, Dec. 1 and 2 at 9.15

A BILL OF DIVORCEMENT

Saturday Matinee at 3.30 and Evening at 9.15 Monday and Tuesday Dec. 3, 5 and 6

THE DOUBLE EVENT

Prices: $3, $2 and $1 Plans at Moutrie's

43207

LYCEUM THEATRE

Edgar Warwick announces the Return Visit of the

WARWICK COMEDY CO

Monday and Tuesday November 28th and 29th at 9.15 p.m.

W. Somerset Maugham's Latest Comedy

"THE CIRCLE"

From the Haymarket Theatre.

Wednesday, Thursday and Friday Nov. 30th, Dec. 1st and 2nd

The most remarkable play of modern times

"A BILL OF DIVORCEMENT"

by Clemence Dane.

Saturday (Matinee at 3.30 and evening at 9.15), Monday and Tuesday.

December 3rd, 5th and 6th

Douglas Hoare's and Sydney Blow's great sporting Comedy

"THE DOUBLE EVENT"

Prices: $3, $2 and $1

Plans at Moutrie's

43207

WILLIAM FOX Presents

On December 2nd, 3rd & 4th at 9.15 p.m.

Matinee on Sunday only at 3.15 p.m.

At the Olympic Theatre

The Beautiful Million-Dollar Picture

"A DAUGHTER OF THE GODS"

With the Foremost Artist of her Type in all the World

Miss ANNETTE KELLERMANN.

BOOKING AT

Messrs. S. Moutrie & Co., Ltd.

DARE-DEVIL 110 FEET DIVE INTO THE CARIBBEAN BY ANNETTE KELLERMANN IN WILLIAM FOX'S MILLION DOLLAR PICTURE BEAUTIFUL, "A DAUGHTER OF THE GODS."

AT THE

APOLLO THEATRE

SUNDAY, NOVEMBER 27th

TONIGHT

at 9.15 p.m.

A COMPANY THAT HAS WON THE ADMIRATION AND PRAISE OF MANY WHO HAVE SEEN IT.

RUSSIAN LIGHT OPERA COMPANY

WITH

N. BRAVIN

famous singer

presenting

"LE ROI S'AMUSE"

A musical comedy nicely staged in 3 acts

FINE OPERA BALLET

that will make you dance in your seat

MONDAY, NOV. 28th

will be staged

"THE MERRY WIDOW"

A Musical comedy staged in 3 acts

TUESDAY, NOV. 29th

presenting

"SYLVIA"

WEDNESDAY, NOV. 30th

"THE GYPSY LOVE"

FURTHER SELECT PLAYS WILL BE ANNOUNCED IN DUE TIME.

ADMISSION

$1, $2 and $3

Booking at Robinson's

MANAGER:

L. PATUSHINSKY

STAGE MANAGER:

N. BRAVIN

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

PUKOW.—The China Navigation Co.'s Steamer **Tean**, Captain Wm. McDonald, will leave on **Sunday, November 27**, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents, Tel. C. No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Str. **Kiangyu**, Captain Johannsen, will leave on Sunday, Nov. 27, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The Indo-China S. N. Co.'s s.s. **Luenho**, 2,863 Tons, Capt. Reid, will sail for the above-mentioned ports from Old Ningpo Wharf on **Monday, November 28**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers, Tel. C. 241. Extension to Freight and Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain F. McGarity, will leave from the French Bund on **Monday, Nov. 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel C. No. 4881, Private Exchange to all Departments.

PUKOW.—The Indo-China S. N. Co.'s Steamer **Kwongsang** 2,284 Tons, Captain Bichard, will sail for the above-mentioned ports from Hunt's Wharf on Monday, November 28, at about midnight. For Freight apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extension to Freight Department.

HANKOW & PORTS.—The Steamer **Kiangan**, Captain Ross, will leave on Monday, Nov. 28, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, November 29**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Laeyi**, Capt. F. D. Northcombe, will leave from the French Bund on **Tuesday, Nov. 29**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Tel . C. No 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Esang**, 1,782 Tons, Captain Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Wednesday, Nov. 30, at about midnight. For Freight, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain A. Torrible, will leave on Wednesday, November 30, at about 12 o'clock midnight. For Freight, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. C. No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S. S. **Kutwo**, 2,664 Tons, Captain James, will sail for the abovemenitoned ports from Hunt's Wharf on **Thursday, December 1**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General tions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain G. D S. Mills, will leave from the French Bund on Thursday, Dec. 1, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 3,770 Tons, Capt. Polkinghorn, will sail for the abovemenitoned ports from Hunt's Wharf on **Friday, December 2**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone: Central 241. Extension for Freight and Passenger Department.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Wosang**, 1,783 Tons, Captain McClelland, will sail for the abovemenitoned ports from Hunt's wharf on Monday, December 5, at about midnight. For Freight, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. Central 241. Extension to Freight Department.

HANKOW & PORTS.—The Indo-China S. N. Co.'s s.s. **Loongwo**, 3,925 Tons, Captain Gibb, will sail for the abovemenitoned ports from Hunt's wharf on Tuesday, December 6, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

For Southern Ports

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer **Yingchow**, Capt. G. Byers, will leave from the French Bund on **Saturday**, November 26, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents French Bund. Tel. C. 4881, Private Branch Exchange to All Departments.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Shansi**, Captain Ashby, will leave on **Sunday, November 27**, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. Central No. 4881, Private Branch Exchange to All Departments.

MANILA AND HONGKONG.—The Canadian Pacific Steamships' Ltd., s.s. **EMPRESS OF RUSSIA** will leave Woosung on **Sunday, November 27.** The tender "Alexandra" will leave the Customs Jetty at 1:30 p.m. For Passage, apply to A. H. Tessier, Palace Hotel Building, 19A Bund, Phone C. 182. For Freight, apply to N. Lees-Smith, corner of Peking and Yuen Ming Yuen Roads, Phone. C. 181.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain J. Oudney, will leave from the French Bund on **Monday, November 28**, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

HONGKONG & CANTON.—The Str. **Kwangtee**, Capt. Murphy, will leave on Tuesday morning, Nov. 29. For Freight or Passage, apply to C.M.S.N. Co.

WENCHOW.—The Str. **Hacan**, Captain Wallace, will leave on Tuesday morning, November 29. For Freight or Passage, apply to C.M.S.N. Co.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Szechuen**, Captain C. S. Isbister, will leave from the French Bund on **Tuesday, Nov. 29**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

NINGPO.—The Str. **Kiangteen**, Capt. H. Randby, will leave on Tuesday, Nov. 29, at 4:30 p.m. For Freight or Passage, apply to C. M. S. N. Co.

AMOY, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer **Soochow**, Captain E. Monkman, will leave from the French Bund on **Thursday, Dec. 1**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund. Telephone Central No. 4881, Private Branch Exchange to All Departments.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Shantung**, Captain R. Robertson, will leave on **Saturday, December 3**, at noon. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

TSINGTAO.—The China Navigation Co.'s Steamer **Sunning**, Captain H. A. Wavell, will leave from Watung Wharf on Saturday, December 3, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to all Departments.

AMOY, HONGKONG AND CANTON.—The China Navigation Co.'s Str. **Sinkiang**, Captain C. W. Puckett, will leave from the French Bund on Thursday, Dec. 3, at daylight. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents Tel. C. No. 4881, Private Branch Exchange to all Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Str. **Suiyang**, Capt. W. Shane will leave from the French Bund on Tuesday, December 6, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund Tel. C. No. 4881, Private Branch Exchange to all Departments.

Information For Mariners

SUNDAY, NOVEMBER 27, 1921

High Water at Woosung Bar
(The day tides are higher than the night tides, they are about equal at 5 and 6 o'clock).
Approximate rise, at springs 4 1/4 h; at heaps, 5 h.
fall, at springs 8 1/4 h; at heaps, 7½ h.

Time	Range	Time	Range
10h. 25m.	7ft. 10in.	10h. 49m.	5ft. 11in.

High Water at Tungsha Lightship
(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H. M.	P.M H. M.
9 14	9 42

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
4.0 a.m.	3.26 p.m.	6h.. 37m.	4h. 57m.	5h. 52m.	5h. 42m.

Mean Barometric Pressure at Shanghai.
For November 30.23 in.
768.0 mm.

For Northern Ports

TIENTSIN DIRECT.—The China Navigation Co.'s Steamer **Paoting**, Captain J. J. McLeavy, will leave on **Sunday, November 27**, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Telephone Central No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Company's Steamer **Kweilin**, Captain A. McDowell, will leave on Tuesday, November 29, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

VLADIVOSTOK DIRECT.—The San Peh S. N. Co.'s Str. **Shinlee**, Captain H. Foyn, will be despatched for the above port on the 28th instant. The tender V'ostok will leave the Customs Jetty at 5 p.m. on the sailing day. For Freight and Passage apply to **THE SAN PEH S. N. COMPANY**, No. 1B Hankow Road, (Tel. Nos. Freight C. 1530 Passage C. 3283) or to S. Heimann & Co., Sub-Agents, No. 19A Canton Road, (Tel. C. 1604).

CHEFOO & DALNY.—The China Navigation Co.'s Steamer **Chekiang**, Captain F. M. Dillon, will leave on **Tuesday, November 29**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Telephone Central No. 4881. Private Branch Exchange to All Departments.

CHINGWANGTAO Direct.—The Kailan Mining Administration, will despatch the s.s. **Kaping** on November, 30, 1921. For Freight or Passage, apply to Agent, 1 Jinkee Road Tel. Central 317.

WEIHAIWEI, CHEFOO AND T'TSIN.—**The China Navigation Co.'s Steamer Fengtien**, Captain McIntosh, **will leave from the** French Bund on Thursday, Dec. 1, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents French Bund. Tel C. No. 4881, Private Branch Exchange to all Departments.

VLADIVOSTOK via NAGASAKI.—The mail s.s. **Yungshin**, Captain Pooiga, will be despatched from Shanghai on Saturday, December 3. The tender conveying mail and passengers will leave the French Mail Jetty on Saturday, at 2 p.m. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund. (Tel. Nos. Central 4702 and 3059).

For Japan Ports

NAGASAKI DIRECT.—The Mail s.s. **Yungshin**, Capt. Pooiga, will be despatched from Shanghai on **Saturday, December 3.** at —— The tender conveying Mail and Passengers will leave the French Mail Jetty on **Saturday** at 2 p.m. For Freight or Passage apply to L. V. Lang, No. 8 French Bund. (Tel. Nos. Central 4702 and 3059).

Passengers Arrived

Per C. M. s.s. Kiangteen from Ningpo: Messrs. J. G. Bird, Thomas, Kines, Pedfelen, Yang.

Per C.P.S. s.s. Empress of Japan from Hongkong: Mr. John Alston Mrs. M. A. Annett and child, Miss A. Blake, Mr. and Mrs. F. L. Bateman, Messrs. C. C. Cruttwell, J. O. Chenevert, Mr. and Mrs. W. H Flavelle, Mr. and Mrs. H. Fox, Messrs. W. Ott, W. T. Rupert, Mstr. D. Ritchie, Messrs. A. R. Rideell, E. M. Ross, R. T. Snively, C. E. Spencer, R. C. Young, Wwan Yanshaw, through passengers: Messrs. L. T. Kirch, J. Ishida, S. Komura, Mah Wah, Cheung Ho Hang, A. K. Yih, Yee Ng, Ng Mok-fung, Mai Yam-ying, Mr. and Mrs. H. H. Scott.

Per I.C. s.s. Luenho from Hankow: Mrs. C. M. Anderson; from Wuhu: Mr. J. A. Barker.

Per P. M. s.s. Golden State from San Francisco: Hon. Mrs. B. E. Acton, Mr. W. F. Arndt, Mme. Jean Arnal, Mr. A. C. Barker, Misses A. Begley, E. S. Boehme, Mrs. E. A. Boger and infant, Messrs. N. H. Ewing, Wm. Feuhr, J. H. Fillmore, Miss F. Fillmore, Mr. Fung Kincheong, Mr. and Mrs. A. M. Hicks, Mstr. F. Hicks, Miss D. Hiller, Messrs. H. E. Hill G. E. Hooker, A. J. Israel, E. Joseph, Dr. and Mrs. H. N. Kinnear, Mr. and Mrs. C. D. Leach and infant, Mstr. T. Leach, Mr. Wm. M. Lesher, Miss H. B. Logan, Mrs. F. Loftin, Capt. and Mrs. W. H. Lunt, Miss R. Murray-Kidd. Mrs. W. B. Nauce and infant, Mrs. O. G. Nelson and infant, Misses R. Nuzum, J. Patterson, Mrs. B. H. Plummer, Miss I. Powell, Mr. F. Rieber, Rev. Wm. L. Sanders, Mr. and Mrs. F. M. Sanders, Mr. and Mrs. C. C. Shedd and infant, Mr. and Mrs. R. Spunt, Mstr. L. and Miss M. Spunt, Messrs. Yesheng L. C. Tao, Gan Tin Tay, Mr. and Mrs. A. K. Taylor, Mr. and Mrs. E. A. Turner, Mstrs. E. and F. Turner, Rev. and Mrs. C. H. Yerkes, Misses E. Yerkes, E. Zoline; through for Manila: Messrs. A. Baltazar, P. Bravo, Mrs. O. F. Campbell, Miss J. Campbell, Dr. A. J. Cox, Mr. C. S. Derham, Mrs. L. H. Farnsworth, Dr. E. Hemphill, Messrs. C. Henzman, C. L. Hogan, B. Jardeleza, Mr. and Mrs. S. M. Jones, Misses D. Jones, M. A. Jones, Mr. J. A. Jones, Mrs. Florencia Uda de Moreno Lacalle, Miss J. Legerton, Mr. H. P. Malloy, Mr. and Mrs. B. F. Nutter, Miss C. A. Futter, Mr. G. N. Shafer, Mr. W. A. Seten, Mrs. A. E. Stanley and infant, Misses M. A. and L. B. Thompson, Messrs. C. H. Underwood, A. E. Williams, Mrs. L. and Miss L. Wood; for Hongkong: Misses D. Close, L. Dickson, Mr. J. B. Havre, Mr. and Mrs. R. J. Herbert, Mr. L. J. Lambert, Mr. and Mrs. E. F. Lee, Misses M. E. Nessly, F. Nichols, Mrs. C. E. and Miss C. Phipps, Mr. F. L. Reed, Mrs. A. C. Ropes, Mrs. G. H. Sachse, Miss F. A. Simpson, Mr. and Mrs. F. Thebo, Mr. and Mrs R. J. Weir, Dr. and Mrs. F. T. Whelpley and infant.

Passengers Departing

Hankow: Mrs. L. Krausch, Miss Maodonald.

Wharfage and Landing Charges

Owing to the increased cost of working and maintenance the undermentioned Wharves find it necessary to raise the charges for WHARFAGE, LANDING and DELIVERY, and after careful consideration beg to announce that on and after January 1st, 1922, there will be an increase of 10 per cent. on the present R. S. & D. tariff, dated January 1st, 1920.

STORAGE RATES

Revised STORAGE TARIFFS have been drawn up and are in course of distribution, the new rates applying to all goods not on Landing Accounts or Godown Warrants on January 1st, 1922. Copies will be supplied to all Firms communicating with the various Wharves.

China Merchants' Lower, Central, Eastern and Yangkadu Wharves
The Robert Dollar Company
Holt's Wharf
Kailan Mining Administration
Kaiyosha Company
Nippon Yusen Kaisha
Osaka Shosen Kaisha
The Rioka Soko Kaisha, Ltd., Changkapang Wharf
Shanghai & Hongkew Wharf Co Ltd.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG & HANKOW
S.S. "POYANG" .....sails November 28th midnight.
S.S. "LUEN YI" .....sails November 28th midnight.
S.S. "WUCHANG" .....sails November 29th midnight

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN.
S.S. "KWEILIN" .....sails November 29th, at 3 p.m.
S.S. "FENGTIEN" .....sails December 1st, 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SZECHUEN" .....sails November 29th, at 11 a.m.
S.S. "SOOCHOW" .....sails December 1st, noon.
S.S. "SHANTUNG" .....sails December 3rd, noon.

Steamers connect at Hongkong with services to the Philippines. Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR NINGPO.
S.S. "HSIN PEKING".....sails at 4:30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

Telephone Central No. 4881 Private Branch Exchange to all Departments.
BUTTERFIELD & SWIRE, Agents, French Bund.

CANADIAN PACIFIC
STEAMSHIPS LIMITED

EMPRESS OF RUSSIA sails for Hongkong via Manila Sunday, November 27. Tender ALEXANDRA with passengers and all baggage leaves Customs Jetty at 1:30 p.m.

TO VANCOUVER VIA NAGASAKI, KOBE AND YOKOHAMA

	Leave Shanghai	Leave Yokohama	Due Vancouver
Empress of Russia	Dec. 10	Dec. 17	Dec. 26
Empress of Asia	Jan. 7	Jan. 14	Jan. 23
Monteagle	Jan. 21	Jan. 27	Feb. 11

TO HONGKONG VIA MANILA
Emp. of Russia Nov. 27
Emp. of Asia Dec. 25
Emp. of Russia Jan. 22

TO HONGKONG DIRECT
Monteagle Dec. 22
Emp. of Japan Jan. 8

Dominion Express Travellers Cheques Sold.

Freight Department
Corner Peking and Yuen Ming Yuen Roads,
Telephone, Central 181
Cable Address.
"NAUTILUS"

Passenger Department
Palace Hotel Building
19 The Bund.
Telephone Central 182
Cable Address.
"GACANPAC"

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC SERVICE
Passengers and Freight, To Seattle
Via Kobe, Yokohama and Victoria, B.C.
S.S. KEYSTONE STATE ..... Sails DEC. 13th
ARRIVES SEATTLE Dec. 30th
S.S. SILVER STATE ..... Sails JAN. 3rd
ARRIVES SEATTLE JAN. 20th
S.S. PINE TREE STATE ... Sails JAN. 17th
ARRIVES SEATTLE FEB. 3rd
S.S. WENATCHEE ..... Sails JAN. 31st
ARRIVES SEATTLE Feb. 17th
S.S. BAY STATE ..... Sails FEB. 14th
ARRIVES SEATTLE Mar. 3rd

To Hongkong and Manila
S.S. SILVER STATE ..... Sails DEC. 15th
S.S. PINE TREE STATE ..... DEC. 29th
S.S. WENATCHEE ..... Sails JAN. 12th
S.S. BAY STATE ..... Sails JAN. 26th

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Passenger Particulars apply to
THE ADMIRAL LINE
R. W. BRUCE, Agent
Telegraphic Address: "ADMIRALINE"
Cor. Nanking and Kiangse Rds.
Tel. C. 5971, 5972 and 5973.
ANYWHERE ON THE PACIFIC

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

PACIFIC MAIL S.S. CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER and FREIGHT.

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. Hoosier State ..Nov. 10	S.S. Golden State ..Nov. 27
*S.S. Empire State ..Dec. 12	S.S. Hoosier State Jan. 8
S.S. Golden State ..Dec. 14	S.S. Empire State ..Feb. 5

* San Francisco via Honolulu direct.

PANAMA SERVICE
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Regular bi-monthly sailings for Mexico, Central America, Panama and West Coast of South America.

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Regular bi-monthly sailings for Baltimore calling at Central American Ports, Panama, Kingston, Jamaika and Havana, Cuba.

Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.

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Managing Agents U. S. Shipping Board

1 B, Nanking Road
Palace Hotel Building,
Cable Address: SOLANO.
Telephones:
Agent C-5057
Passenger & Freight C-5056
Cashier C-5053

T. K. K.
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.
ALONG THE PATHWAY OF THE SUN.

PROPOSED SAILINGS FROM SHANGHAI
FOR SAN FRANCISCO
S.S. "TENYO MARU" via Nagasaki ..... Dec. 1
S.S. "KOREA MARU" via Nagasaki ..... Dec. 11
S.S. "SHINYO MARU" via Nagasaki ..... Dec. 22
S.S. "TAIYO MARU" via Nagasaki ..... Jan. 19

FOR HONGKONG
S.S. TAIYO MARU" via Manila ..... Dec. 31
S.S. "SIBERIA MARU" direct ..... Jan. 20
S.S. "TENYO MARU" direct ..... Jan. 29

Through Bills of Lading issued to all Principal Overland Points in United States, Canada and Mexico by rail; and to Atlantic Coast Ports of the United States by connecting steamers, of Panama; also for South America.

Regular sailings from Hongkong and Yokohama, via Hawaii, for West Coast Ports of South America.

Excellent passenger accommodation on all steamers. Tickets issued under liberal privileges.

For information regarding Passenger Fares, Freight Rates, etc. apply to
S. KINNO, Acting Manager.
No. 71 Szechuen Road, Shanghai.
Tel. Nos. Central 3229 and 3230.

LLOYD TRIESTINO

Passenger Service — Regular Sailings
FOR TRIESTE AND ADRIATIC PORTS
taking cargo on through Bill of Lading to
ADRIATIC (FIUME INCLUDED), LEVANT, BLACK SEA AND DANUBE PORTS.
Next sailings:—
for
BRINDISI, VENICE AND TRIESTE via PORTS.
S.S. "NIPPON" ..... beginning Dec.
S.S. "CILICIA" ..... end of Dec.
S.S. "TRIESTE" ..... beginning Jan.
(S.S. Cilicia does not carry passengers accommodation).
(Th S.S. "NIPPON" besides the Single Saloon Class carries also about 120 3rd Class berths).
Steamers and Dates liable to be altered or cancelled without notice.
For particulars regarding freight and passages apply to:—
LLOYD TRIESTINO S. N. CO.
Sassoon Building (No. 28 Kiangse Road)
Telephone Private .....C. 2725
Telephone General Office ...C. 5095

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
(Subject to Change)
FOR SAN FRANCISCO VIA JAPAN AND HONOLULU

	Leave Shanghai	Arrive San Francisco
S.S. "NANKING"	Dec. 15	Jan. 5
S.S. "CHINA"	Jan 19	Feb. 10

FOR HONGKONG, SINGAPORE AND JAVA PORTS
(Batavia & Sourabaya)
S.S. "NILE" Dec. 14
FOR HONGKONG DIRECT
S.S. CHINA" Jan. 5
S.S. "NANKING" Feb. 9

Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.
Special arrangements for through shipments to Havana, Cuba.
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to
F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads.
Telegraphic Address "CHIMAIL"
Telephones:
General Office Central 4773
Agent Central 6313

GENERAL SHIPPING NEWS

N.Y.K.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
Sailings From Shanghai (Subject to Alteration).

EUROPEAN LINE MAIL SERVICE

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez, and Port said:—

	Tons		
HAKONE MARU	21,000	Capt. T. Sekine	Dec. 5
YOKOHAMA MARU	12,340	Capt. N. Kamada,	Dec. 19

EUROPEAN LINE CARGO SERVICE

For London and North Continental Ports via ports.

LIMA MARU	12,500	Capt. G. Ota,	beginning of Jan. 1922.

For Marseilles and Liverpool via Ports.

TOKUSHIMA MARU	12,500	Capt. S. Shibutami,	beginning of Jan. 1922.

FOR VICTORIA and SEATTLE via Japan Ports.

S.S. KATORI MARU	19,100	Capt. T. Kusano,	Dec. 11
S.S. KASHIMA MARU	18,980	Capt. K. Itsuno,	Jan. 2

FOR SAN FRANCISCO AND NEW YORK via Panama.
(Cargo only).

Calling at Taku, and Japan Ports

DELAGOA MARU	15,000	Capt. S. Kimura,	Nov. 30

FOR SOUTH AMERICA (Sailing from Kobe). (Cargo only).

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE

TAKESHIMA MARU	4,500	Capt. Y. Yoshida,	Dec. 3
YAWATA MARU	7,000	T. Shirai,	Dec. 6
KASUGA MARU	7,000	K. Yasuhara,	Dec. 13

FOR KOBE AND OSAKA VIA MOJI.

YAMASHIRO MARU	7,000	Capt. T. Sasaki,	Nov. 30
KUMANO MARU	9,500	Capt. K. Kobayashi,	Dec. 3
OMI MARU	7,900	S. Yoshimatsu,	Dec. 7
CHIKUGO MARU	5,500	Capt. G. T. Matsushita,	Dec. 10

FOR KOBE DIRECT.

KLEIST	19,100	S. Shibata,	Nov. 29

FOR HONGKONG only

SUWA MARU	21,000	S. Murazumi,	Jan. 4

FOR MANILA AND HONGKONG.

S.S. KASHIMA MARU	18,980	Capt. K. Itsuno,	Dec. 14

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townsville, Brisbane, Sydney, Melbourne:—

TANGO MARU	13,760	Capt. B. Saito,	Dec. 20

For freight, passage and further information apply to

NIPPON YUSEN KAISHA.
3 North Yangtsze Road, Shanghai.
Tel. Add: "YUSEN, SHANGHAI"
Tel. No: Passenger Dep't. ..... N. 1159 and 2729.
Freight Dep't. ..... N. 1155 & 167 (Ocean). N. 1154, 1157 & 1162 (Local).

STRUTHERS & DIXON
INCORPORATED

For San Francisco, direct.

U.S.S.B. TANKER "HAMER",	Nov. 24th

For San Francisco and Los Angeles via Japan

U.S.S.B. "WEST CARMONA"	Nov. 29th
U.S.S.B. "WEST PROSPECT"	Dec. 23rd

For Seattle via Japan

U.S.S.B. "WEST ORAWA"	Dec. 29th

Through Bills of Lading issued to all U. S. A. and Canadian overland common points.

Connecting at San Francisco with weekly service to U. S. Atlantic Coast via Panama Canal. Through Bills of Lading issued.

From information on rates, etc., apply to

EXECUTIVE OFFICE FOR THE FAR EAST STRUTHERS & DIXON, INC.
Shanghai, China. 7 Jinkee Road
Tel. Cent. 5017 and 5018

Acting General Agent.
W. B. LUNT,
Telegrams "DIXSTRUTH"

O. S. K.
OSAKA SHOSEN KAISHA
Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE. For Marseilles, London, Hamburg, Antwerp and Rotterdam via Hongkong, Singapore and Colombo.
Colombo,
and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave
ATLAS MARU	15,000	S. Yamane,	Dec. 8	Dec. 10

NEW YORK LINE. For San Francisco, Panama and New York via Dairen and Japan Ports.
(Cargo only)

HAGUE MARU	10,000	M. Kumano,	Jan. 18	Jan. 20

PUGET SOUND LINE. For Tacoma, Victoria, Seattle and Vancouver via Dairen and Japan Ports.

HAWAII MARU	20,000	T. Suruga,	Dec. 8	Dec. 10
ALABAMA MARU	20,000	T. Yamaguchi,	Dec. 25	Dec. 26

FOR HONGKONG DIRECT.

HAWAII MARU	20,000	T. Suruga,	Nov. 25	Nov. 27
ALABAMA MARU	20,000	T. Yamaguchi,	Dec. 7	Dec. 8

(This steamer will call at Manila.)

FOR NORTH CHINA PORTS. For Dairen via Tsingtao and Tientsin

SEIKYO MARU	5,000	N. Kamizawa,	Nov. 29	Dec. 2

FOR FORMOSA. For Keelung and Takao via Foochow.

FUKUKEN MARU	5,000	R. Fukami,	Nov. 24	Nov. 27

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund ... Tel. Nos. C. 4233, 4234 and 4235.
Yangtszepoo Wharf Office ..... Tel. Nos. East 208 and 212.

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BRITISH FIRM—ESTABLISHED 1885
Insurance, Cartage Contractors, Expert Furniture and Curio Packers, Warehousing at Lowest Rates.
GOODS DELIVERED TO ALL PARTS OF THE WORLD.
Telephone Central 204 9 Ezra Road, Shanghai.

P. & O., British India, Apcar, E. &A. S. S. Line
(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "SOMALI"	Dec.	6th
S.S. "NELLORE"	Dec.	20th
S.S. "DONGOLA"	Jan.	3rd
S.S. "EGYPT"	Jan.	14th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "LAHORE"	Dec.	1st
S.S. "DUNERA"	Dec.	16th

FOR CALCUTTA FROM HONGKONG via THE STRAITS

S.S. "TANDA"	Dec.	11th
S.S. "TAKADA"	Dec.	30th

FOR SYDNEY and MELBOURNE from HONGKONG

S.S. "EASTERN"	Dec.	12th
S.S. "ARAFURA"	Jan.	9th
S.S. "ST. ALBANS"	Feb.	6th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
77, Szechuen Road, Shanghai
Telephones: General: Central 169
Passage: Central 2510
Freight: Central 2069

THE ROBERT DOLLAR CO. SAN FRANCISCO

DOLLAR LINE
REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE
MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA
SAILINGS FOR SAN FRANCISCO, SEATTLE AND VANCOUVER
In order named

S.S. "Harold Dollar"	November 29
S.S. "Melville Dollar"	December

SAILINGS FOR NEW YORK VIA HONGKONG, MANILA AND SINGAPORE

S.S. "Robert Dollar"	January

Cargo accepted for local ports of call
SAILINGS FOR HONGKONG AND MANILA

S.S. "Melville Dollar"	December 4
S.S. "Robert Dollar"	January —

Through Bills of Lading issued to Points Beyond.
Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.
For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY
Union Building, Canton Road
TELEPHONE: CENTRAL 2303

"The North China Line"
COLUMBIA PACIFIC SHIPPING CO.

Sailing from Shanghai
To Portland via Tsingtau, Taku Bar And Dairen

S.S. "WEST KEATS"	Dec. 3, 1921
S.S. "EASTERN SAILOR"	Dec. 15, 1921
S.S. "VINITA"	Dec. 30, 1921
S.S. "WEST KADER"	To Follow

To Hongkong And Manila

S.S. "WEST CAYOTE"	Jan. 1, 1922

Through Bills of Lading issued to all U. S. cities and Canadian Overland Points.

Also through Bill of Lading issued to New York, Baltimore, Philadelphia, Charleston and Boston in connection with fast Inter-coastal Liners.

For information as to freight rates, etc. apply to

CHINA PACIFIC COMPANY
C. L. Seitz. General Agent
Tel. Address "CHINAPACCO"
Telephone C. 463 No. 6 Kiukiang Road, Shanghai, (4th Floor)

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA

S.S. WYTHEVILLE	DEC. 20th

Special Arrangements can be made for full Cargoes.
For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5973

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
VIII B	Oct. 28	Akashi	Jap. cruiser
B N B	Nov. 13	Alacrity	Br. yacht
S P	Nov. 26	E. Cariotto	Ital. Gun-boat
Y T P D W	Nov. 12	Gnat	Br. Gunboat
	Nov. 25	Isabel	Am. yacht
U.S.N.B.	Oct 31	Seb. Carboto	Ital. Gunboat
O D W	Nov. 4	Tracy	Am. Destroyer
		Woodlark	Br. Gunboat

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Sep. 29	—	Tientsin	Agnes Dollar	Br.	Dollar Co.
Nov. 26	—	Liverpool, ports	Agamemnon	Br.	B. & S.
Nov. 24	—	Liverpool	Bellerophon	Br.	B. & S.
Nov. 21	—	Aberdeen	Boobyalla	Br.	J. M. & Co.
Nov. 14	—	Cruise	Chuentiao	Chi.	Customs
Sep. 15	—		Chowfa	Chi.	
Nov. 23	—	Native Customs	Chenhua	Chi.	Kut Kee
Nov. 23	—	Japan	Chokao Maru	Jap.	N. Y. K.
Nov. 26	—	Dairen	Chohei Maru	Jap.	S.M.R. Co.
Nov. 25	—	Foochow	Fukuken M	Jap.	O. S. K.
Nov. 26	—	San Francisco	Golden State	Am.	P.M.S.S. Co
Apr. 10	—		Hunsklang	Fr.	C. S. F. den.
Nov. 1	—	Hankow	Hanhwa	Fr.	
Nov. 19	—	San Francisco	Hamer	Am.	S. & Dix
Nov. 26	—	Wenchow	Haean	Chi.	C.M.S.N. Co.
Nov. 25	—	Japan	Hakushin M.	Jap.	S.M.R. Co.
Nov. 26	—	Tacoma, ports	Hawaii Maru	Jap.	O. S. K.
Nov. 25	—	Tsingtao	Hwahkuei	Chi.	S.P.S.N. Co.
Nov. 25	—	Hankow, etc.	Hwanta	Chi.	C.M.S.N. Co.
Nov. 19	—	New York	Knoxville City	Br.	
Nov. 21	—	Japan	Kinzan Maru	Chi.	Ch. R. Shaw
Nov. 26	—	Japan	Kasugakawa M.	Br.	J. M. & Co.
Nov. 26	—	Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Nov. 24	—	Hankow, etc.	Kiangye	Chi.	C.M.S.N. Co.
Nov. 24	—	Chinwangtao	Kirishima M.	20 Jap.	K.M.A.
Nov. 26	—	Antung	Kwellin	Br.	B. & S.
Nov. 26	—	Hankow, etc.	Luenao	Br.	J. M. & Co.
Nov. 16	—	Cruise	Likin	Chi.	Customs
Nov. 26	—	Cruise	Liunsing	Jap.	N. K. K.
Nov. 14	—	River ports	Meinan	Chi.	Soochy.
Oct. 8			Manila	Br.	
Nov. 26	—	Hankow, etc.	Ningshao	Chi.	N.S.S.N. Co.
Nov. 25	—	Dairen	Pingyang	Chi.	J. T. Co.
Nov. 26	—	Hankow, etc.	Poyang	Br.	B. & S.
Nov. 23	—	Cruise	Pingching	Br.	B. & S.
Nov. 3	—	Cruise	Pacific	Dan.	G.N.T. Co.
Nov. 23	—	Japan	Ryusho Maru	Jap.	M.B.K.
Nov. 24	—	Chungking, etc.	Robert Dollar	2 Am.	Dollar
Nov. 25	—	Chinwangtao	Satsuki Maru	Jap.	K.M.A.
Nov. 25	—	Hongkong	Shansi	Br.	B. & S.
Nov. 26	—	Cruise	Store Nordiske	Dan.	G.N.T. Co.
Nov. 26	—	Hankow, etc.	Tachi Maru	Jap.	N. K. K.
Nov. 25	—	Hankow, etc.	Tafoo Maru	Jap.	N.Y.K.
Nov. 26	—	Calcutta, ports	Tanda	Br.	M. M. & Co
Nov. 25	—	Vladivostok	Teli	Chi.	L. V. Lang
Nov. 25	—	Hongkong	Tean	Br.	B. & S.
Nov. 25	—	Hankow, etc.	Tsekiang	Chi.	S.P.S.N. Co.
Nov. 26	—	Hankow, etc.	Tsesangtah	Br.	C.I.&E.L. Co.
Nov. 26	—	Japan	Tsukuba Maru	Jap.	
Nov. 21	—	Japan	Tangei Maru	Jap.	M.B.K.
Nov. 23	—	Amoy	Tjimanoek	Dut.	H. C. T. Co
Nov. 15	—	Japan	Tungus	Rus.	S/H. & Co.
Oct. 18	—		Vigan	Am.	C.I. & E.L. Co.
Nov. 24	—	Dairen	Wanli	Chi.	J. T. Co.
Nov. 25	—	Hankow, etc.	Wooring	Br.	B. & S.
Nov. 25	—	London, ports	Yokohama M.	Jap.	N. Y. K.
Nov. 26	—	Vladivostok	Yungshin	Chi.	S.P.S.N. Co.

Siccawei Weather Reports

25.—A depression, born in Manchuria, grows very deep while crossing the Sea of Japan. The typhoon continues to approach the Philippines, inclining a little more to N.W. Hard winter monsoon all along our coasts (force 10 at the Pescadores); cyclonic winds in the depression and the typhoon. Fine and cold day in China, with very high pressures; overcast or rainy at Formosa and the Philippines.

26.—Pressure decreasing but st ill very high. Fresh N.N.E. breezes. Weather cloudy or overcast but still fine and a little milder.

"LUMBER LINE"

FREIGHT SERVICE BETWEEN NORTH CHINA PORTS AND PORTLAND, OREGON

With Overland Railway connections to any points in the U.S.A. or Canada.

SAILINGS:—

S.S. "HECKTOR"	Early January	9,000 tons
S.S. "NEILS NIELSEN"	Middle January	9,000 tons
S.S. "LUISE NIELSEN"	Late January	9,000 tons
S.S. "HANNA" NIELSEN"	Early February	9,000 tons

Special terms on Bulk Cargo shipments to Pacific Coast Ports.

For information as to Freight rates apply to the
CHINA IMPORT & EXPORT LUMBER COMPANY, LTD.
at Outports

CHINA PACIFIC COMPANY
SHIPPING AGENTS
SHANGHAI, TSINGTAU, TIENTSIN, HANKOW.
Telephone C. 463-464. Telegraphic Address: Chinapacco.

THE S.S. "SHIN LEE"

Will maintain a direct service between Shanghai-Vladivostok and will take passengers, mails and parcels. This steamer is newly rebuilt, and has extra large staterooms, including electric lights and steam heaters. An excellent service and cuisine is guaranteed. Nearest sailing Monday 28th November. First class accomodation 16 passengers. Second class accomodation 32 passengers.

For freight and passage apply to

SAN PEH S. N. Co.
1B Hankow Road
Tel. Freight C 1520
Passage, C 3283

S. HEIMANN & Co,
19A Canton Road
C 1604

43529

Shipping Items

YANGTSZE PORTS

The C.N. s.s. Luenyi left Hankow on Thursday and is due in Shanghai this morning.

The I-C. s.s. Suiwo left Hankow on Thursday and is due in Shanghai this morning.

The S.P. s.s. Tehhsing left Hankow on Thursday and is due in Shanghai this morning.

The I-C. s.s. Esang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangtoo left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Wuchang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangwah left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Kutwo will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Ngankin will leave Hankow today and is due in Shanghai on Wednesday.

The S.P. s.s. Changon will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kianghsin will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Tuckwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Shengking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangyung will leave on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Whangpu will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The I-C. s.s. Tungshing is due to arrive in Shanghai from Canton, Hongkong and Swatow this afternoon.

The C.N. s.s. Soochow left Hongkong on Thursday and is due in Shanghai tomorrow.

The C.M. s.s. Kwanglee left Hongkong on Tuesday and is due in Shanghai today.

The C.M. s.s. Hsinchi left Foochow on Friday and is due in Shanghai today.

The C.N. s.s. Sunning will leave Hongkong today and is due in Shanghai on Wednesday afternoon.

The I-C. s.s. Hopsang is due to arrive in Shanghai from Canton, Hongkong and Swatow on Friday, December 2.

The C.N. s.s. Suiyang will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

The Adl. Line s.s. West Ivis left Cebu for Singapore on Wednesday.

The Adl. Line s.s. Montague left Manila for Cebu on Wednesday.

NORTHERN PORTS

The C.N. s.s. Tungchow left Tientsin on Thursday and is due in Shanghai by way of Chefoo and Weihaiwei today.

The C.M. s.s. Hsinchang left Tientsin for Lungkow, Hongkong and Canton on Wednesday.

The C.M. s.s. Yushun left Tientsin for Dairen and Shanghai on Friday.

The C.N. s.s. Shuntien will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The I-C. s.s. Waishing is due in Shanghai from Tsingtao on Tuesday.

The C.M. s.s. Hsinfung will leave Tientsin today and is due in Shanghai by way of Chefoo on Wednesday.

The C.M. s.s. Hsinming left Chefoo for Tientsin on Friday.

The C.N. s.s. Shantung will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

The K.M.A. s.s. Otaru Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Kaiping left Chinwangtao for Shanghai on Thursday.

The S.R.M. s.s. Chohei Maru arrived in Shanghai from Dairen yesterday morning and will sail for the same port by way of Tsingtao tomorrow morning at 9 o'clock. The tender with passengers will leave at 8 a.m. tomorrow.

JAPAN PORTS

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf today.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

INDIAN PORTS

The P. & O. s.s. Dunera left Bombay on Sunday, Nov. 20 and is due to arrive in Shanghai by way of Colombo, Singapore and Hongkong on Dec. 11.

The B.I. s.s. Takada left Calcutta on Wednesday, Nov. 16 and is due to arrive in Shanghai on Dec. 12.

EUROPEAN LINES

The M.M. s.s. Amazone will sail from Shanghai for Marseilles and usual ports of call on Monday, Dec. 5 and the tender with passengers and hand baggage will leave the French Mail jetty at 10 o'clock Monday morning. Heavy baggage must be delivered to the Company's godown before Sunday noon, Dec. 4.

The Blue Funnel s.s. Teiresias, from United Kingdom, left Singapore for Hongkong and Shanghai at 6 o'clock Monday morning.

The P. & O. s.s. Dongola, from London on Nov. 4, is expected to leave Colombo tomorrow and is due to arrive in Shanghai on Dec. 16.

The P. & O. s.s. Egypt left London on Tuesday, Nov. 22, and is due to arrive in Shanghai about December 31.

AMERICAN LINES

The Adl. Line s.s. Eclipse left New York for Yokohama on Nov. 7.

The Adl. Line s.s. Jadden, enroute for New York, left Cebu for Honolulu on Nov. 16.

The C.P.S. s.s. Empress of Russia arrived off Woosung from Vancouver and Japan ports last night and sails for Manila and Hongkong this afternoon. The tenders Alexandra and Victoria with incoming passengers are expected to reach the Customs jetty about 9:30 o'clock this morning and the outbound tender with passengers for Manila and Hongkong will leave at 1:30 o'clock this afternoon. The Russia has on board 200 passengers for Shanghai and 104 for Manila and Hongkong.

The Adl. Line s.s. Wytheville arrived at Miike from New York on Tuesday and sailed for Fusan on Wednesday.

The Adl. Line s.s. West Himrod, from Seattle left Dairen for Hongkong on Thursday.

The C.P.S. s.s. Empress of Japan sailed for Vancouver yesterday and is due to arrive there on December 14.

The P.M. s.s. Golden State arrived in Shanghai from San Francisco, Honolulu and Japan ports yesterday morning and is docked at the China Merchants' Lower Wharf. The Golden State will sail for Manila and Hongkong at 11 o'clock this morning.

Sailed from Shanghai

FOR SAN FRANCISCO		
Taiyo Maru	Nov.	3
China	Nov.	9
West Calera	Nov.	9
China Arrow	Nov.	13
Siberia Maru	Nov.	13
Hoosier State	Nov.	20
Broad Arrow	Nov.	23
FOR VANCOUVER		
Monteagle	Nov.	2
Can. Highlander	Nov.	9
Emp. of Asia	Nov.	12
Emp. of Japan,	Nov.	26
FOR SEATTLE		
Wheatland Montana	Oct.	25
Silver State	Oct.	25
Wenatchee	Nov.	22
Edmore	Nov.	24
FOR PORTLAND		
West Kader	Oct.	30
FOR NEW YORK		
Sagadahoc	Oct.	28
Durban Maru	Oct.	30
Wray Castle	Nov.	5
Tydeus	Nov.	9
Kansas	Nov.	20
Shunko Maru	Nov.	23
Bowes Castle	Nov.	25
FOR LONDON		
Iyo Maru	Oct.	23
Sardinia	Oct.	25
City of Pekin	Oct.	29
Titan	Oct.	30
Rhesus	Nov.	4
Atsuta Maru	Nov.	7
Karmala	Nov.	8
Mentor	Nov.	10
Carnarvonshire	Nov.	12
City of Delhi	Nov.	19
Machaon	Nov.	19
Shidzuoka Maru	Nov.	20
Nyanza	Nov.	21
FOR LIVERPOOL		
Antilochus	Nov.	3
Peleus	Nov.	10
Hector	Nov.	18
FOR HAMBURG		
Amazon Maru	Nov.	4
Matsuye Maru	Nov.	22
For Copenhagen		
Rhodesia	Nov.	20
FOR MARSEILLES		
Cordillere	Oct.	27
Andre Lebon	Nov.	5
FOR TRIESTE		
Persia	Nov.	6
FOR CALCUTTA		
Arratoon Apcar	Nov.	15

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NEXT AUCTIONS

GENUINE OLD CHINESE PORCELAINS, BRONZES, & CURIOS
Favoured with instructions from The Concerned
Will sell by Public Auction at Front Salesroom
On Tuesday, 29th November at 10 a.m. and continuing 2.30 p.m.
Tang, Sung, Yuan, Ming and Tsing Dynasty Porcelains, Bronzes, Scrolls, Kienlung Glass snuff bottles, Han Jade, Crystals, Old Carved Blackwood Chairs, Long table, Carved Curio cabinet, &c.
On view Sunday and Monday, 27th and 28th

IN FRONT SALESROOM

On Wednesday, November 30th at 10 a.m.
and continuing at 2.30 p.m.
A SPLENDID ASSORTMENT OF TOYS, ETC., SUITABLE FOR XMAS PRESENTS
Including
Sleeping Dolls, Meccano sets, Miniature Trains, Motor cars, Clock work Poultry, Tram cars, Air planes, Doll's houses, Tin soldiers, Battle ships, Brick games, Spelling blocks, Horses, Cows, Sheeps, Dogs, Cats, Wooley bears, Miniature tea sets, &c., &c.
On view Tuesday 29th.

IN GODOWN

Sundry Goods Auctions are held in our godown in rear every Wednesday. Goods sent in today may be included in the sale
On Wednesday, November 30th
at 2.30 p.m.
18 bales Packing paper at 10 reams of 500 sheets 24 x 36", 5 cases Cotton cashmere gloves, 1 Litscher Lite, 7 cases Hanging lamps, 1 case Glassware contg: Colliers, Earrings, Hairpins, and Embroidery stones, 4 cases Appliques, 1 case Stove brushes, 2 cases Asbestos (Green and white), 4 cases Cigarettes, 1 barrel Virginian Semi bright leaf Tobacco, 17 pieces White cotton duck, 16 boxes Shoe laces, 3 kegs Dye, 6 cases Spray egg yolk, 4 cases contg: Pocket knives, Safety razors, Potato knives, Table knives and forks, Kitchen knives, Office knives, Carving sets, Scissors, Butter and Cheese knives, Desk sets, Spoons, &c., &c.
Now on view.

L. MOORE & CO. LTD.
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Auction of Sundry Cargo

NOEL, MURRAY & CO.,
LIMITED
WILL SELL AT SALESROOM
On Monday, the 28th Nov., 1921
Commencing at 2.30 p.m.
A LARGE QUANTITY OF
Steel and Iron Bars and Rods, Iron Pipes, Bamboo Steels, Steel Plates, Rivets, Steel Hoop, Tin Plates, Butcher Knives, Iron Wire, Steel Rails, Hair Pins, Razors, Cigarette Boxes, Money Purses, Writing Cases, Manicure Cases, Toilet Soap, Laundry Soap, New Overcoats, White Cotton Duck, Leather, Black Bristles, Kingfisher Brooches, Fancy Bead Hand Bags and Necklaces, Buttons, Lumber, Rubber Shoes, M. J. Cap Paper, Emery Cloth, Galvanized Iron Wire, Anti-friction Babbitt Metal, Shaving Soap, New Towels, Wiener Sweets, Assorted Jams, Sundry Provisions, "Jules Robin & Co." Cognac, Cigarettes, "Negress" Rum, etc., etc., etc.
also
3 Cases Shantung Pongee Silk
2 Cases New White Woollen Blankets
On View Morning of Sale.

Special Auction of Champagne

NOEL, MURRAY & CO.,
Having been favoured with instructions from
THE CONCERNED
Will sell by PUBLIC AUCTION
AT THE GODOWN
No. 1B Chaonfoong Road
On Tuesday, the 29th Nov., 1921
Commencing at 2.30 p.m.
A LARGE QUANTITY OF
Superior Champagne, "Duc de Monaco" "Clapot Fils" "Strauss Freres" "Paul Dubois" and "Veuve Montreau"
also
70 Barrels Port Wine, Chateau Y'Quem, Sherry, Cabernet, Old Sherry, St. Julien, Chablis and Burgundy.
To be sold in lots to suit purchasers.
On View Morning of Sale.

W. Funder & Co.

Auctioneers, Real Estate Agents, Valuers, Appraisers, and Coal Merchants
Will sell within their Salesroom
On Monday, the 28th November
Commencing at 10 a.m.
and
Continuing at 2.30 p.m.
HOUSEHOLD FURNITURE AND EFFECTS
Axminster carpets, Chesterfield Couch, easy chairs, centre tables, jardiniere stands, mirror back sideboards, dinner waggons, extension dining table, chairs, oakwood mirror back bed room suites, single and double brass mounted iron bedsteads, large double mirror door wardrobes, screens, clothes, racks, perambulator, roll-top desks, letter files, office chairs, a quantity of second-hand clothing, pictures, vases and ornaments, new American dinner service, etc., etc., etc.
also
Five new American Hall Stoves
One Junker Rue Stove
One Salamandre Stove
One Remington typewriter No. 10
One Oliver typewriter
Two Iron safes
Two Motor Cycles, Indian
One Muscial box with plates
One Wardrobe Trunk—

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The manufacture of hairnets is of recent origin and is confined chiefly to Shantung. Nets to the value of G. $4,000,000 left there via Chefoo last year.
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GREAT BRITAIN'S LARGEST PAINT AND VARNISH MANUFACTURER

England Is Split Over Advisability Of Alliance

(Reuter's Service)
London, Nov. 25.—A motion demanding the denunciation of the Anglo-Japanese Alliance as constituting a fruitful source of misunderstanding between Britain and the United States was proposed by a representative of the York Liberal Association at the meeting of the National Liberal Federation at Newcastle in the form of an amendment to a resolution relative to the Washington Conference.
Mr. Arnold Lupton seconded the motion, declaring that Britain did not require a military or naval Alliance with Japan. The Chairman, Mr. Robertson, deprecated the amendment in view of the hearty co-operation Japan was giving at Washington. Mr. Masterman likewise urged the withdrawal of the amendment and this was finally done.
The Westminster Gazette, discussing the amendment, emphasises that it was not inspired by anti-Japanese feelings and says that no one in Britain desires any interruption of cordiality or relations. Continuing, however, the paper urges that the Alliance does serve a purpose, even an American purpose, by enabling us to work harmoniously with Japan in the Far East and to speak of Japan as a friend, thus providing a bridge by which Western opinion may be brought to bear on Japan's policy.
It would advantage no one if Japan were driven to isolation. The Americans should recognise that Britain as an Asiatic Power was compelled to hold the balance evenly when the interests of the East and West were in question.
The paper concludes: "We cannot simply discard the Alliance and the Japanese as instrument which have served their purpose. We can, however, strive for a general agreement on Far Eastern affairs, which will render the Alliance unnecessary and will enable the formal Alliance to lapse without heartburning."

TREATY OBSOLETE
(Reuter's Service)
Sydney, Nov. 25.—The Australian press, again discussing the Anglo-Japanese Alliance is unanimously of the opinion that the Treaty is obsolete in view of the recent developments.

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Madge Kennedy, in the opinion of the public, the press and exhibitors, is the wonder girl of the screen. No star has ever before leaped to nation-wide popularity in so short a time as has this unique Goldwyn artiste.
Two performances nightly, Commencing at 7.00 and 9.00

China × Press × Sports

SHANGHAI, SUNDAY, NOVEMBER 27, 1921

ENGINEERS BEAT POLICE AFTER KEEN GAME, 4—1

Losers, Weakened By Reserves, Are Overwhelmed

XAVIERS ALSO WIN

Beat Portuguese-Scratch Combination At Hongkew 4-1

BY "WHISTLE"

Yesterday was a perfect football afternoon and a large batch of League features was carded. But counter attractions reduced the number of spectators considerably, even the Police and the Engineers game failed to produce the usual sideline advice, and airy persiflage, which are such a feature of the support accorded to these two teams.

The Police were up against it; with Quayle watching from the sideline, Knight away, and Ling ill they had to tackle a strong Engineer combination and enabled the latter club to head the Senior League by a 4-1 victory.

St. Xavier's proved too strong for the Portuguese, the latter were playing a somewhat scratch combination, and do not seem to have got together yet; they have the makings of a good team but will need practice together.

The Club increased their standing in the second League by an easy victory over the Navy by 8-0. With their large choice of players, they should have no difficulty in turning out a really strong second League combination.

ENGINEERS 4, POLICE 1

The Engineers were in luck in having a strong side out to meet the Police, who had a weakened combination to meet them. From the start the Engineers took charge and right away started to press.

Almost at the start Cameron brought off a miraculous save, a hard ground shot at which he dived, and held it.

He was kept busy right along, and was doing fine work but the Engineer forwards were too good, and Clark working in from the wing put his side one up with a clean shot which gave Cameron no chance.

Knox got the next for the Engineers; taking a pass from the left he put in a "first timer." Cameron got to it but failed to hold it, the pace was too hot. Then the Police woke up and got away several times. Munson was centering nicely and one pass seemed to give Watson an opportunity but McLean got there first.

A second rush finished with a low hard drive from Munson, low placed in the near corner but McLean was at home to this also, and the Police pressure faded away.

The Engineers came up and Norris drawing the defence, put the ball at Knox's feet—a perfect opportunity; the latter wanted too much pace, and put it just outside the upright.

After half time a period of mid-field play ensued, even exchanges being the order of the day with the Police slightly more aggressive.

McLean brought off a pretty useful save, hiking the ball out from between three Police Forwards in the goal mouth.

McGREGOR SCORES

The third Engineers' goal just happened. Clark was nearing the Police goal at 30 miles an hour and McGregor went to stop him. He did, but in clearing, put in a shot that gave Cameron no earthly chance. The Police were still fighting both wings working non-union hours. Munson got away, and seating Wilson on the grass put in a perfect pass to Hotchkiss; the latter did his duty alright but so did McLean, and back went the ball again.

The last goal for the winners fell to Norris, who had the hardest luck in not scoring before. Cameron chased the ball out of goal, and kept on following it but lost it just near Norris, who dropped it into the empty net. Cameron was quite busy for a spell, saving hot ones from Clark, Norris and some of the halves, who also seemed anxious to score.

An occasional run by the Police occurred but the defence always broke things up, until at last Munson getting down, sent another of his best centers in, and Carnell really got there with a good one.

No further score was registered, and an uneven game resulted in a 4-1 victory for the Engineers. For the Police, Clissold and MacDonald were the pick. They were up against it all the time and played hard right through, while Cameron saved the Police from a two figure defeat.

For the winners the defence was very sound, Crawford being perhaps most in the picture. Norris was the best of a fine line of forwards, his unselfish center play was a treat to watch and he held his men together beautifully. On their Saturday's play Knox, Norris and Clark make a forward combination hard to equal in Shanghai.

Am'n Football XI Prepare For Big Navy Game

The Shanghai American Football Club starts training its heavy eleven this morning at 10 o'clock on the cricket grounds in preparation for the match Saturday or Sunday with the strong team from the U.S.S. Tracy, which already is out on the field and showing all kinds of strength and class and talent at the game.

Herby Gallop last night issued a loud call for the Shanghai candidates to come out this morning, and carry on through the week at the Drill Hall in preparation for the match. The big eleven has not much training this fall by reason of the development of the lightweight team for the Thanksgiving game with the American School.

All of the old timers will be needed for the match with the Tracy, for with one or two of last year's best men not available for play this year, and with Capt. Cy Wilhoit convalescing at the Victoria Nursing Home after an operation on his foot, the big team is short of several strong men.

Gallop is directing his call particularly at Neprud, Rodger, Boone, Marsden, Dick Hutchinson, and Tinkham, all of whom have been lax in their football practice this fall, through engagements in other sports, or through business pressure. It is hoped that all of these men will be on the Cricket field this morning at 10 o'clock.

GOLF FINAL IS ON TODAY AT KIANGWAN LINKS

In the final round of the Shanghai Golf Club to be played today Captain J. Dewar plays Mr. J. B. Ferrier, Mr. R. G. Macdonald acting as umpire. The mixed foursomes competition has been postponed to December 17 and 18, while the second round of the Hong Foursomes will be completed on Sunday.

The Golf Club has instituted a trophy called the Ladies' Cup for a singles competition to be played each year until won outright by the player winning it three times. The trophy is a result of a donation of the Ladies' Golf Club. In addition to the trophy a prize will be offered.

The Ladies Golf Club is also offering a cup presented by Mrs. J. D. Gaines in memory of her husband, to be played in the Spring and will be foursome matches against bogey.

Corp. Green Wins American Co. Monthly Shoot

Corporal Green, Privates Holt and Healey won the prizes in the three classes of the monthly spoon competition of the American Company, S.V.C., Thanksgiving Day at the Rifle Rnge. The course fired was the United States Marksmen range, with a highest possible score set at 200. Nineteen men competed. Eleven qualified as marksmen.

The scores follow:

"A" Class

Name	Slow	Rapid	Total
Green	94	89	183*
Twogood	92	76	168
Smith, F.S.T.	86	80	166
Blackwood	82	81	163
Green	94	89	183*
Langley	90	73	163
Hutchinson, W.	86	76	162
Holt	80	68	183*
Jenkins	93	68	161
Wilner	88	65	153

"B" Class

Holt	80	68	148*
Hutchinson, Th.	85	62	147
Noah	80	66	146
John	73	71	144
Hall	71	63	134
Kay	71	61	132
Strawn	77	50	127

"C" Class

Healey	78	74	152*
Hill	68	60	128

*Winners of spoons.

Briton Seeks Title

Ernie Rice, lightweight champion of Great Britain and holder of the Lonsdale belt, who is in the United States seeking a bout with Champion Benny Loenard. Rice, who is of Italian parentage but born in England, defeated Ritchie Mitchell in his only bout in America. Mitchell was forced to quit in the fourth round because of a broken arm.

ST. GEORGE'S AND ST. ANDREW'S MEET AT GOLF DEC. 4TH

The St. George's and St. Andrew's Societies will play their semi-annual golf match at Kiangwan on December 4. The St. Andrew's men come first in each instance:

J. B. Ferrier and Capt. J. Dewar v. Capt. E. I. M. Barrett and O. Crewe Read.

C. T. Beath and K. M. Cumming v. T. Harborne and W. J. Hawkings.

P. Peebles and C. W. Porter v. Col. R. Marr Johnson and H. Lipson Ward.

Dr. J. E. Murray and G. A. Stewart v. Dr. N. H. Bolton and E. Lester Arnold.

J. G. Dickie and J. Oswald v. R. J. Bowerman and K. E. Newman.

J. C. Macdougall and Alister M. Campbell v. J. W. Withington and L. Walker.

A. W. Macphail and E. M. Ross v. E. Brook and R. M. J. Martin.

C. E. M. Thompson and W. H. Train v. W. S. Clay and J. Tippin.

C. Richards and A. Macgregor v. T. W. Mitchell and E. Lawson Gray.

R. G. Macdonald and E. F. Mackay v. O. H. Blackburn and R. P. Melhuish.

C. J. G. Hill and C. G. S. Mackie v. M. Reader Harris and E. G. Barrett.

F. Ferrier and J. Ross Young v. D. H. Cooke and H. H. Fowler.

C. M. Bain and Brodie A. Clarke v. E. Payne and E. C. Pearce.

A. T. Downie and W. Ironside v. H. E. S. Pickering and Capt. J. W. Carle.

By the courtesy of the committee of the Shanghai Golf Club the tee has been reserved from 8:30 to 10:30 a.m. Members of the two teams are requested to book their own time, and anyone unable to play is requested to notify the secretary of his Society at once. b

Ulster Not Only Obstacle; Irish Parley Near Break

(Special To The China Press)

London, Nov. 25.—High authority fears that next week will witness the collapse of the Irish negotiations unless favorable circumstances develop. Ulster is not the only obstacle. The Sinn Feiners refuse allegiance to the King but are willing to swear allegiance to an Irish constitution.

PLAN FINAL EFFORT

London, Nov. 25. — Lloyd George and Sir James Craig will make a final effort tomorrow to effect a compromise in the Irish negotiations. Arthur Griffith, head of the Sinn Fein delegation is going to Dublin to confer with De Valera. It is believed that no party would support an agreement which did not include allegiance to the crown. Therefore, well-informed people predict an early end to the conference.

The Hawk Wins Big Race Of Yesterday's Meeting On The Kiangwan Course

Racing Of First Quality And Bright Autumn Skies Factors Together With Several Upsets In Various Contests

Gorgeous autumn skies, an immense throng of pleasure seekers and a program of exceptional races in which victories of favorites were nicely balanced with intermittent surprises were elements that marked the year's final meeting at the Kiangwan Race Course yesterday.

The surprises developed in the second, third, fourth and the seventh races resulting in dividends running from $31.90 to $164.20, which latter was paid on Good Time, ridden by Mr. D. S. Li in the fifth race.

The main event of the card, the Kiangwan Challenge Cup, which was the sixth event, brought out a field of 13 starters among which were all the leading veteran ponies of Shanghai's two race courses. The race was a fair illustration of the keenness with which the racing public judges values in ponies, for though it may be said perhaps that popular sentiment always in the past has been with the Campox pony, Old Bill, yet when Old Bill went out in the big race yesterday with Mr. S. B. Bremner again in the saddle, sentiment gave way to cold judgment and the Winsome and Hasty pony The Hawk, winner of the recent Champions, with Mr. Billy Hill riding was accorded first place as favorite. And the Hawk did not disappoint expectations.

PONY DISQUALIFIED

In the final race The Joy Bird finished in first place handily, but the pony was disqualified, having carried 4 pounds underweight, and officially the race was given to Golden Rod, ridden by Mr. L. F. Soong, who finished in second place. Nelson, ridden by Mr. Pinkerton finished third, but was accorded second place and Hallow E'en, ridden by Mr. Pinkerton—the long favorite—was given third place. Pari-mutuel payments on the race, however, in accordance with rule, were made on the way the race finished.

THE SUMMARIES

The complete summaries follow:

First Race

1—The Grand Stand Steeplechase (A Handicap)—Winner $400. For all China ponies. Entrance $5.—About two miles.

	lbs.
Mr. W. A. Dalgarno's dun Djemnah (Mr. Dalgarno)	161—1
Mr. Leaf's bay Keysoe (Mr. M. O. Springfield)	160—2
Mr. Henry Morriss' grey Patsfield (Mr. H. E. Morriss)	151—3

Also ran: Seignas (Mr. M. Sokoloff), Letchfield (Mr. Harper).

Won by a head; many lengths.

PARI-MUTUEL

	Win	Place
Djemnah	169	329
Keysoe	161	250
Letchfield	301	389
Seignas	17	59
Patsfield	272	446
Total Chances	920	1473
For Win, Dividend		$24.40
" Place 1st		10.60
2nd		12.40
3rd		—

CASH SWEEP

1st Pony Ticket No. 128
2nd Pony Ticket No. 542
3rd Pony Ticket No. 335
Unplaced—348 and 510.

Second Race

2.—The November Selling Plate.—Winner $400. 2nd Pony $125, 3rd Pony $125. For all China Ponies. If entered to be sold for $500, weight for inches as per scale; if to be sold for $400, allowed 5 lbs., if to be sold for $300, allowed 10 lbs.; if to be sold for $200, allowed 15 lbs. Entrance $5.—Nine furlongs.

	lbs.
Mr. McSeth's gr. Tommy Lad, Mr. Heard	152—1
Messrs. Sky and Hickling's ch. Gibert, Mr. J. K. Brand	145—2
Mr. Slogger's gr. Wild Night, Mr. Pinkerton	145—3

Also ran: Conqueror Dahlia (Mr. Knoll), Grand Parade (Mr. Matcham), Free and Easy (Mr. Sidney Soo), Haruna (Mr. Spencer), Garryowen (Mr. W. E. Chen), Closing Time, late Full House (Mr. D. S. Li), The Golden Plover (Mr. K. H. Chun), Southern Star (Mr. Braad-Sorensen), Benz (Mr. A. N. Dallas), Rock (Mr. Kardashevsky), Sidelight (Mr. Bauld), Kilmarnock (Mr. Zellensky), Speyside (Mr. Liddell), Sensation, late The Farmer (Mr. W. F. Field), Lynmouth (Mr. Springfield), Asuka (Mr. Y. Wong), Kiangwan Town, late Michigan (Mr. Beith), Sir John (Mr. W. Hill), Railway (Mr. J. Liou), White Fox, late Sans Merci (Mr. L. F. Soong), Zaandam (Mr. Moller), Richmond, late Hopeful Thing (Mr. L. Sih), Sideway (Mr. Halmovitch), Oxford Down (Mr. A. S. Yih), Grey Leghorn (Mr. S. F. Yih), Red Nose, late Kailan (Mr. Wm. Hu).

Won by 3 lengths; 3 lengths. Time—2:22 2-5.

PARI-MUTUEL

	Win	Place
Tommy Lad	440	634
Gilbert	43	112
Wild Night	50	151
Asuka	36	92
Kilmarnock	11	44
Sensation	7	50
Haruna	12	54
Benz	292	753
Southern Star	13	29
Oxford Down	45	131
Free and Easy	43	127
Grand Parade	24	72
The Golden Plover	31	83
Grey Leghorn	6	14
Kiangwan Town	18	41
Speyside	15	42
Conqueror Dahlia	80	210
White Fox	14	26
Sir John	125	310
Rock	14	19
Lynmouth	21	49
Zaandam	78	153
Sideway	7	17
Richmond	5	19
Red Nose	5	18
Railway	27	45
Closing Time	26	82
Garryowen	1	9
Total Chances	1538	2457
For Win, Dividend		$15.70
For Place 1st		10.80
2nd		37.90
3rd		29.40

CASH SWEEP

1st Pony Ticket No. 44
2nd Pony Ticket No. 532
3rd Pony Ticket No. 441
Unplaced.—526, 671, 82, 530, 569, 373, 622, 253, 123, 19, 384, 265, 310, 73, 243, 421, 22, 281.

(Continued on Page 2)

LONDON RIFLE CLUB CONFIRMS SHANGHAI'S WIN

The match of ten men a side between the Shanghai Rifle Association and the London and Middlesex Counties Rifle Association fired, London on October 8 and Shanghai on October 21, 1921 which resulted in an easy victory for Shanghai with 966 points against London's 925 was officially confirmed by Major W. Blackwell, Secretary of the London and Middlesex Counties Rifle Association, as per his letter to Mr. A. M. Collaco, Secretary of the Shanghai Rifle Association, dated October 10, received yesterday.

The London team fired with British S.M.L.E. and C.L.L.E. rifles fitted with B.S.A. 9c and Parker Tipins Sights and Mark VII d.c. 16 ammunition. The Shanghai team fired with Springfield and British .303 Long L. E. rifles fitted with B.S.A. 9c Sights and the Springfield with Lyman Sight. Those who fired with British rifle used the Mark VI. ammunition 1909.

Following are the score of individual competitors.

Names	Total
W. T. Rose (Shanghai)	103
C. Luthy (Shanghai)	102
R. K. Hykes (Shanghai)	100
H. V. Burr (London)	99
J. R. Main (Shanghai)	98
H. A. Mann (London)	96
F. T. Smith (Shanghai)	96
A. M. Collaco (Shanghai)	96
D. Z. McSweeney (London)	95
W. E. Sauer (Shanghai)	95
A. Fulton (London)	94
R. I. Ito (Shanghai)	94
A. Dinny (London)	92
F. G. Green (Shanghai)	91
O. L. Ilbert (Shanghai)	91
W. Gray (London)	91
W. L. S. Alton (London)	90
J. A. Smith (London)	90
V. Fulton (London)	90
Z. Triswich (London)	88

Shanghai have challenged the North London Rifle Club and the Transvaal Rifle Association to shoot in April or May 1922, under the same conditions.

George Rose Crossing Tape In Schoolboys Race

Rose ran well behind Caldwell through the first three quarters of the race for the Evening Star cup. He picked up in the last stretches and finished an easy winner in a strong sprint. The last race, the mile Open Championship for the International Cup saw Rose repeating his performance in the first mile. Starting from the second scratch position at a 20 yard handicap, he ran away from all other competitors leaving the scratch man, F. Bemedios safely behind in second place.

ROSE, SEREDKIN AND RENEMAN HARRIERS STARS

Feature In Results Of Fall Athletic Meeting At Hongkew Park

Rose, Reneman and Seredkin starred yesterday at the fall athletic meeting of the Shanghai Harriers club. The former won the Mile Schoolboys Championship and the Mile Open Handicap, both over big and fast fields; Reneman copped the half mile and repeated later in the quarter, while Seredkin aside from winning the star sprint event, the 100-yard dash championship for the China Press cup, finished second in the 220-yard event to Marshall.

The afternoon, with its six events, all with good entry lists of Shanghai's best runners, was an ideal meeting for the Harriers. While nearly all of the holders of titles from previous meets were entered there was never a walkover in any event. Every race was open and undecided until the last strides had been taken. Rose was the only man to stand out as a likely winner. Cups that must be won two or three years by one competitor all will have new names on them this fall.

THE RESULTS

Event 1.—100 yards Shanghai Championship open, for the China Press cup:

M. Seredkin 1st
G. E. Marshall 2nd
G. A. Johansson 3rd
Time—11:00.

H. F. F. Wilson, L. P. Quincey and C. Neprud also ran.

Event 2.—880 yards Shanghai Championship Open, for the Exchange cup; presented by the Shanghai Exchange Brokers Ass'n.:

C. C. Reneman 1st
F. Remedios 2nd
B. Lawrie Smith 3rd
Time—2:08.

W. McLaren also ran.

Event 3.—220 yards Shanghai Championship Open, for the Castlefield cup, presented by Mr. H. E. Morriss:

G. E. Marshall 1st
M. Seredkin 2nd
Brewster 3rd
Time—23 4-5

Event 4.—One Mile Schoolboys' Championship for the Evening Star cup:

G. Rose 1st
O. Caldwell 2nd
H. Hutchinson 3rd
K. Hirata 4th
Time—5:11 3-5.

E. Levis, C. H. Siemsen, W. Tipton, also ran.

Event 5.—440 yards Shanghai Championship Open, for the Bradish cup:

C. C. Reneman 1st
H. Waters 2nd
A. A. Remedios 3rd
Time—56 1-10.

Rawlinson, C. A. Johansson, H. Pierce and E. Lewis also ran.

Event 6.—One Mile Open Handicap, for the International cup, presented by the International Savings Society:

G. Rose 1st
F. Remedios 2nd
A. Fisher 3rd
Time—5:06.

S. Caccia, M. Seredkin, H. F. L. Wilson, G. M. Rozario, J. L. Mears, D. Cox, also ran.

Officials: Referee, Williard W. Bartlett; Judges H. D. Rodger, C. Mills, E. J. Ling; Timekeepers, F. S. Bridges, P. S. Hyndman, G. Sale; Starters J. O. Van Hook, G. H. Parkes.

Mrs. W. W. Barlett presented the prizes to the successful competitors.

M. Seredkin

He is fondling the China Press cup, the trophy for the speed event at the Harriers meet yesterday, which he won over a fast field at the 100-yard distance.

Cornell Defeats Penn U., 41 To 0

Philadelphia, Nov. 24.—Cornell University today defeated the football eleven of the University of Pennsylvania by a score of 41 to 0. The Cornell eleven had things its own way from the start of the game and despite the constant influx of subs in the Cornell line-up, Pennsylvania never had a chance to score.

FIRST 'UNT OF SEASON WAS A TEST FOR YOUNG 'UNS

Immaculate Cedric With Liability Heads The Card At Finish

ELDERS SELECTED

H.W. Potter, As Master Leads The Seven Wise Men Of Club

BY JOHNNY WALKER

Gentlemen behold the names of the seven Wise Men of the East, the Elders of the Pack, selected in meeting assembled, to guide its destinies for a brief season. Hard and tough citizens these, learned in the way of laying 'unts and pitfalls, calm in council, thrusters each and every one bearing the scars of 'unts fought and won, with but one paramount thought to keep 'unting as it should be, a clean sport untainted by betting and lure of filthy lucre.

H. W. Potter Esq. The Master again; long may he remain so.
A. W. Burkill
N. L. Sparke
E. S. Benbow Rowe
H. M. Spence
H. G. Robinson
G. Grayrigge

With a trembling heart the Scribe resumes a task he had to resign last season to the more capable hands of one, Dismal Jimmy, who rejoiced the Scribe by so willingly continuing the Comic History of the 'Unt when the latter lay abed with groans and tears for the sport he was missing, but who revived each Sabbath morn when the Pink 'Un was brought to him by one of the gentle Sisters in hospital. Good reading, Dismal Jimmy, did you give him as good a tonic as any he absorbed from bottles and syringes; then a lapse of time and space, and again in April and May on the Sussex Coast the Scribe followed in imagination 'unts that had taken place two months previously and took great joy and comfort therefrom.—And now the Scribe is back again amongst the old familiar scenes and friendly faces, hoping, perhaps in vain, to put it across the young fellows and to larn them that an old good 'un can be as good as a young good 'un when occasion arises and luck serves.

THEY ALL WERE THERE

And here they are all again,—one or two old familiar faces missing,—but we still have the Irrepressible Sparke,—who will insure your ponies and pay up smiling if you kill 'em,—but he won't insure you, though he has a namesake who will do so, and failing him you can go to Hiney, who'll issue you a policy covering anything from breaking your neck to a divorce suit. The Immaculate Cedric also is on the job, soon it is whispered to be bound in rosy chains, naughty Cedric, the flappers' despair. And Dalgarno, weightier and more beefy hued than of yore, likewise His Rotundit Tuxford, still hopeful of gaining that elusive Pink,—Gumshoe Gibby—good name that, my Dismal Jimmy—also Henry Lester Junior who won his pink last season,—Springie still grinning cheerfully as a Cheshire cat. Shortly the poet is back again too, looking as though a spasm is due, indeed he greeted the Scribe in rhyme, one hour's pleasure, two months pain, nine months rest, and at it again,—which is paraphrasing a rhyme on another subject. Here they all are again gentlemen ready to do or die,—and to quote the words of the Prologue in Pagliacci.

Here on the stage you shall behold them
In human fashion
And see the sad fruits of 'unting passion
Hearts that weep and languish
Cries of rage and anguish
And bitter laughter.

And you certainly do hear all these things in a 'unt especially when a man is in a creek with six ponies atop of him. But water is only wet, mud brushes off when dry, so if you miss a caress on the jaw from a pony's hoof there's nothing to it after all.

OLSEN, CAN DO—

The Scribe has not had time to garner what new gup may be going in 'unting circles, but what did appeal to him was the reduction of pony entry fee from $5.00 to the old standard of $1.00, a fact that deserves record. Likewise a wise new regulation concerning heavy weights, which prevents a man declaring light one 'unt and heavy the next. Which reminds the Scribe of an incident

(Continued on Page 3)

The Hawk Wins Big Race Of The Kiangwan Meeting

(Continued from Page 1)

89, 69, 540, 350, 227, 410, 700, 282 and 246.

Third Race

3.—The Blackrock Maiden Plate.—Winner $400, 2nd Pony $150, 3rd Pony $100. For Maidens only. Weight for inches as per scale. Ponies that have never been placed, allowed 5 lbs. (Jockey allowance). Entrance $5.—Three-quarters of a mile.

	lbs.
Mr. J. J. Paterson's grey Typhoon, late Golden Plume (Mr. Beith)	155—1
Mr. Attoney's ches Long Way, late Littlefellow (Mr. K. H. Chun)	149—2
Messrs. Fay and Seth's grey Christmas Toy (Mr. Heard)	155—3

Also ran: Le Lunatique (Mr. Knoll), Thunderbolt (Mr. Botelho), Mistylight (Mr. Moller), Goldland, late Gold Money (Mr. A. N. Dallas), Devonshire (Mr. L. F. Soong), Wild Rumour (Mr. Kardashevsky), Lusterlo, late Saucy Thing (Mr. Bauld) Sunfish (Mr. Sidney Soo), Beachcroft (Mr. Liddell), The Camel (Mr. Springfield), Sarigeul (Mr Pinkerton), Seafield (Mr. Morriss), The Copper Bird (Mr. J K. Brand), Absinthe (Mr. Wm Hu), Oxus, (Mr. Sokoloff), Beauty Prince (Mr. Spencer), Premier Prince (Mr. Matchan).

Won by ½ length, ½ length. Time—1:31 4-5.

PARI-MUTUEL

	Win	Place
Typhoon	228	513
Long Way	8	34
Christmas Toy	149	283
Wild Rumour	8	45
Absinthe	7	36
Mistylight	229	605
Thunderbolt	21	47
Devonshire	47	114
Goodland	89	223
Seafield	92	268
Premier Prince	25	55
Beachcroft	46	123
The Camel	163	313
The Copper Bird	362	506
Lusterlo	25	80
Sunfish	7	27
Le Lunatique	114	229
Sarigeul	28	110
Beauty Prince	4	9
Oxus	37	115
Total Chances	1699	3735
For Win, Dividend		$33.50
„ Place 1st		13.20
2nd		129.00
3rd		19.90

CASH SWEEP

1st Pony Ticket No. 490
2nd Pony Ticket No. 153
3rd Pony Ticket No. 275
Unplaced.—273, 762, 645, 52, 3, 532, 368, 363, 307, 433, 711, 411, 82, 131, 595, 550 and 719.

Fourth Race

4.—The Hermitage Handicap.—Winner $500, 2nd Pony $200, 3rd Pony $100. For all China Ponies. Entrance $5.—One and a half miles.

	lbs.
Messrs. Wong and Yih's ches South Down (Mr. C. R. Burkill)	153—1
Messrs. Winsome and Hasty's ches The Oriole (Mr. Hill)	160—2
Mr. Nugget's p'bald Thomas a Becket (Mr. A. N. Dallas)	154—3

Also ran: Some Time, late Three of Spades, late Honglist (Mr. Wm. Hu), Day Star (Mr. Knoll), Association, late Stancliffe (Mr. Moller), Lightning Raider (Mr. Zellensky), Kongo (Mr. J. Liou), Caulfield, late Moralist (Mr. Heard), Petersfield (Mr. Moriss), Seabird (Mr. J. K. Brand), Mazurek (Mr. Springfield), Roseleaf (M . Pinkerton), Girondin (Mr. Matcham), Nyanza (Mr. Z. W. Yu), Kings Cross, late Sunlight (Mr. D. S. Li), Putney, late Rupe Bill (Mr. Bauld).

Won by a neck; ½ length. Time—3:15 1-5.

PARI-MUTUEL

	Win	Place
South Down	147	186
The Oriole	1241	1577
Thomas a Becket	401	521
Kongo	102	238
Lightning Raider	22	92
Day Star	34	127
Petersfield	127	405
Mazurek	132	211
Some Time	18	52
Caulfield	54	104
Association	206	441
Girondin	23	73
Nyanza	8	36
Kings Cross	150	294
Roseleaf	14	63
Seabird	56	134
Putney	15	42
Total Chances	2750	4575
For Win, Dividend		$84.10
„ Place 1st		21.40
2nd		6.90
3rd		10.80

CASH SWEEP

1st Pony Ticket No. 287
2nd Pony Ticket No. 256
3rd Pony Ticket No. 776
Unplaced.—396, 291, 853, 338, 130, 281, 447, 12, 737, 624, 601, 809, 549 and 570.

Fifth Race

5.—The Members' Plate.—Winner $400. 2nd pony $150. 3rd pony $100. For griffins of 1921.—One mile.

	lbs.
Mr. T. T. Chow's dun Good Time, late Republic Sycee (Mr. D. S. Li)	150—1
Mr. San Sing's grey Aerometer (A. N. Dallas)	163—2
Messrs. Fay and Seth's grey Christmas Gift (Mr. Heard)	154—3

Also ran: Flensborg (Mr. Hill), The Dark Bird (Springfield), Staunch Heart (Mr. Spencer), Happy Day (K. H. Chun), Lincolnshire (Mr. A. S. Yih), Sir Colin (Mr. Knoll), Jason (Mr. Moller), Auburn (Mr. Z. W. Yu), Bindle, late Home Star (Mr. William Hu), Baycroft (Mr. Liddell), Strathalpin (Mr. Burkill), Kewiki (Mr. Pinkerton), Lichfield (Morriss), Devotion (Mr L. F. Soong), The Baby Bird (Mr. Brand), St. Pancras (Mr. Bauld), Blue Diamond (Mr. S. Soo).

Won by a neck a half length. Time: 2:03 2-5.

PARI-MUTUEL

	Win	Place
Good Time	71	202
Aerometer	492	669
Christmas Gift	647	1051
Happy Day	129	236
Baycroft	12	45
Strathalpin	325	499
The Baby Bird	53	156
Lincolnshire	17	54
Sir Colin	114	316
Bindle	34	87
Jason	270	372
Devotion	20	38
The Dark Bird	28	57
St. Pancras	15	43
Lichfield	170	245
Flensborg	125	286
Auburn	2	18
Staunch Heart	1	8
Blue Diamond	18	65
Kewiki	49	126
Total chances	2592	4578
For Win, Dividend		$164.20
„ Place, 1st		23.00
2nd		10.40
3rd		8.40

CASH SWEEP

1st Pony Ticket No. 444
2nd Pony Ticket No. 739
3rd Pony Ticket No. 371
Unplaced.—93, 401, 1005, 763, 666, 857, 537, 791, 899, 694, 777, 673, 390, 604, 951, 916, 601.

Sixth Race

6.—The Kiangwan Challenge Cup.—Winner $2,000. For all China ponies.—1¼ miles.

	lbs.
Messrs. Winsome and Hasty's ches The Hawk (Mr. Hill)	155—1
Mr. Hart's grey Nationalist (Mr. J. Liou)	153—2
Mr. Leaf's dun Bright Folly (Mr. Brand)	153—3

Also ran: Tyneside (Mr. Burkill), Old Bill (Bremner), Every Time, late Castle Sycee (Mr. D. S. Li), Shenkoland (Mr. A. N. Dallas), Ajax, late Brightlight (Mr. Springfield), Golden Rule (Mr. L. F. Soong), Maresfield (Mr. Heard), Pennyfield (Mr. Morriss), Salvation (Mr. Moller), Wilson (Mr. Knoll).

Won by 2 lengths, ½ length Time: 2:38 1-5.

PARI-MUTUEL

	Win	Place
The Hawk	1673	2146
Nationalist	178	305
Bright Folly	110	148
Old Bill	590	898
Wilson	76	169
Salvation	329	443
Golden Rule	16	50
Every Time	247	423
Shenkoland	214	289
Tyneside	57	125
Pennyfield	48	66
Maresfield	369	674
Ajax	103	201
Total chances	4010	5946
For Win, Dividend		$10.70
„ Place, 1st		7.10
2nd		20.00
3rd		35.90

CASH SWEEP

1st Pony Ticket No. 769
2nd Pony Ticket No. 875
3rd Pony Ticket No. 645
Unplaced.—710, 23, 618, 481, 49, 608, 650, 497, 1144 and 682.

Seventh Race

7.—The Novices Race.—For all China ponies that have not won more than three races, since December 31, 1920.—One mile and a half.

	lbs.
Mr. Kenjoy's ches The Joy Bird (Mr. Matcham)	158—1
Mr. McBain's grey Golden Rod (Mr. L. F. Soong)	157—2
Mr. Toeg's grey . Nelson (Mr. Pinkerton)	152—3

Also ran: Newcastle (Mr. K. H. Chun), Tiga (Botelho), Haruna (Mr. Spencer), Bachelor Tax (Mr. Braad-Sorensen), Harding (Mr. Zellensky), Sidelight (Mr. W. V. Field), Carlington (Liddell), Churchill (Mr. A. S. Yih), Hallow-E'en (Mr. Beith), Whippet (Mr. S. F. Yih), Nyanza (Mr. Wm. Hu), Co-operation (Mr. S. Soo), Beating (Mr. Z. W. Yu), Florina (Mr. Sokoloff).

Won by two lengths, ½ length. Time: 3:14 2-5.

PARI-MUTUEL

	Win	Place
The Joy Bird	140	313
Golden Rod	76	85
Nelson	104	243
Harding	165	232
Churchill	232	277
Newcastle	77	142
Tiga	27	73
Side Light	27	68
Bachelor Tax	98	169
Whippet	12	36
Carlington	44	129
Hallow E'en	854	1004
Co-Operation	253	289
Beating	27	52
Florina	13	35
Nyanza	16	33
Haruna	63	119
Total chances	2192	3399
For Win, Dividend		$70.40
„ Place, 1st		17.80
2nd		52.40
3rd		21.50

CASH SWEEP

1st Pony Ticket No. 61
2nd Pony Ticket No. 468
3rd Pony Ticket No. 608
Unplaced.—893, 1267, 855, 977, 1152, 170, 948, 904, 886, 37, 613, 204, 133 and 934.

First 'Unt Tests New Timber, But Spotless Cedric Wins

(Continued from Page 1)

that occurred years ago,—to wit,—a man claimed the heavy weight, was informally weighed and tipped the scale at 169 lbs. He then left the room, returned, was weighed by a Steward and pulled only 167½ lbs. A genuine case of hard lines, but he should have waited.

Also our Genial Richard has resigned the Secretaryship,—going home to retire on his illgotten gains it is said, and he will take with him our thanks and very best wishes for a good time in the old country. The vacancy is filled by Mr. A. W. Olsen, who knows how, having held the post prior to Richard. The 'Unt will have a good man in A. W. O.

SOME SAID YEA, OTHERS NAY

All week the one topic among the younger generation has been the chances of a run on the Saturday, some said Yea and some said Nay and each could give your reasons for his choice, while as for the Scribe he felt both Yea and Nay, soft from a long voyage, pony fat, and another week to get fit would be good for both. But the Yeas had it and on Friday the legend was on the Board. Start Warren Line—Finish, lord knows where—and the young men, frightfully bucked, absorbed much gin on the strength of it. Happy and animated were they, but it is to be hoped they looked to their gear, for a rotten leather maketh a long walk home. Therefore, young fellers, though too late to warn you for the first 'unt, take heed for the second, which is likely to be at Kiangwan, where the jumps are fearsome and damp, and furrows deep and full of snags. And Cedric is going to lay it!

Now to cut the cackle and come to the 'osses. Saturday morn was as fair a morn as ever dawned. Old Sol rose in glory, the hearts of riding men were rejoiced, for rain had fallen during the week, frost had stripped the cotton, the going promised to be perfect, no dust, no heavy ground to bust the ponies, just a dream of a time ahead—and it all turned out true to the last detail.

The races at Kiangwan did not appear to delete the big field that paraded at the start on Warren Line, and to this Scribe, hungry for 'unting after missing last season, the familiar slaging seemed too good to be true. At the end of the line near the road there was the same old Mrs. Wiggs of the Cabbage Patch, threatening all and sundry as in days of yore. The Scribe in sheer joy presented the dear old thing with largesse, but she continued her blackmailing on all passers-by and developed into a nuisance, bless her.

There was the usual concourse of motor cars—despite rubber down in the dust and piece goods a byword—everybody runs a car to the 'unt. If they don't own one they hire one, and if they can't hire one they steal one—all so different to the old days when men hacked out even to the end of Hungjao Road extension. But time passes and these are the days of motor cars.

TO THE CHINA PONY

Let us be grateful that graceless scallywag the China Pony still exists. There he stood in crowds, with the same old mafoos, the same old bucking and kicking, and the same old dodging of wary riders endeavoring to mount their bobbery steeds. The same old crowd of spectators, but so many new faces amongst them that the Scribe got bewildered, mounted old Blackford as in a dream, and the 'Unt after singing Insure your ponies and one other song, the words of which we will carry forward to the next account—they got going and streaked away, down Warren Line, a pretty sight good to behold after many months absence. Lots of pink coats, black coats, and hardly a rat catcher amongst the lot, but as said previously the Scribe was too bewildered to make any criticisms—anyway, we all want the 'Unt to be smart, which fact, the young entry will please note and oblige.

'TWAS A ROUGH VOYAGE

Well, away went hounds full of music over Warren Platform to Pans Platform which seemed a fair big jump, across Pans Flats, horrid as ever, bringing down men and ponies at each grip—through the little creephole at Panama, over Marsh Platform and Jump, across Hungjao Road where a check was laid and duty bought to the West. A tally ho soon brought hounds on scent breast high to parallel with Bonbows Finish when again a check occurred, but a few who knew the country soon picked up the line round by Sa Ka Dong—platform—and then most of the field bought a check to the right—but those leading the pack carried on, made a cast towards Forth and were away on paper with a good lead on the rest of the field, going like Hell, over Middling Tree Platform, across Hungjao Road towards Dallas's Grave to the right across Family Tree Creek Wade, nasty and sloppy, where some thrusters met a watery grave. The pace hence was that of a handicap, and grew hotter as the flags suddenly hore in sight at Suez. Here the leaders got busy with whip and spur and a short hot spurt ended in a win for our Immaculate Cedric on Liability, well deserved it was too, for at Forth, Cedric was quite a long way behind.

Suez made a topping finish, big, honest and full of fluid in which several bold riders quenched their ardour. Morny Cannan, tall hat an' all, went completely under, and came up looking as though he'd tasted the Sorrows of Satan, our Mr. Brennan amongst others had a good sousing, and both foreign and Chinese spectators were highly gratified.

The Scribe, being fat and soft, was too busy recovering his wind to take many mental notes, but it all seemed good to him and though he is not in good scribbling form at present, there is yet time for improvement.

A good opening run gentlemen, and many thanks to The Master for laying a course that was not too severe on riders and ponies.

THE CARD

First 'Unt. Saturday Nov. 26, 1921.
Start: Warren Line.
Finish: Near Suez, (new water jump).
'Unt laid by Mr. F. W. Potter.

1 Mr. C. C. Boyd on Liability
2 Dr. G. Noel Davis on Sherwood
3 Mr. N. L. Sparke on Wild Cat
4 Mr. J. C. Greig on Stratholyde
5 Dr. W. B. Billinghurst on Henry
6 Mr. E. Toeg on Sir Lamerock

A STAR FEATURE

Here's a featute that's making a hit with the crowds who surround the linotype at The China Press and The Evening Star booth: For twenty cents you get a week's subscription to The Evening Star and a brand new, red hot name plate, right out of the machine.

MARTIN'S APIOL & STEEL PILLS for Ladies

French Remedy for all Irregularities. Safe. Certain. Ladies keep it for Use. Martin's Pills in the house mean the avoidance of any Female Ailments. A timely dose may be administered. Three to six form a course of them. Beware of worthless substitutes and Fakes. Of all Chemists NORTHAMPTON, ENG.

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"THE GREAT MOMENT"

Comic Picture Section

Sunday, November 27th, 1921

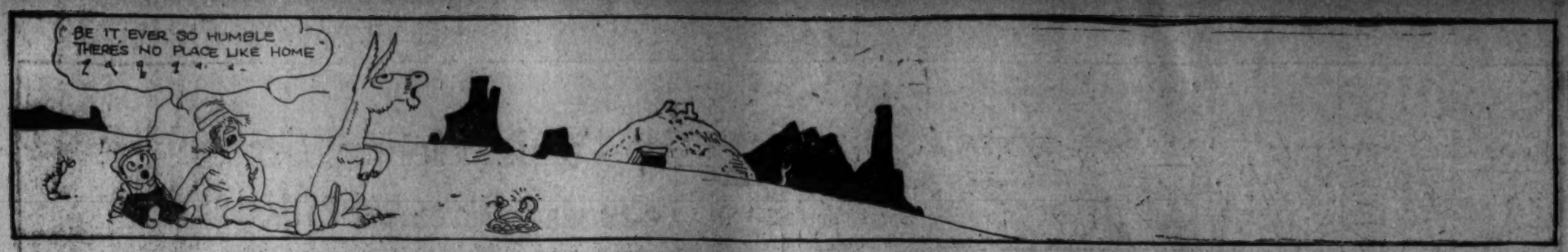
Bringing Up Father

AW · YOU AINT GONNA LEAVE US FLAT HERE IN SPAIN · ARE YOU?
IT'S ALL WRONG JIGGS · IT'S ALL WRONG ·
IT'S TOUGH BOYS · BUT IT'S MAGGIE'S DOIN'S!
3

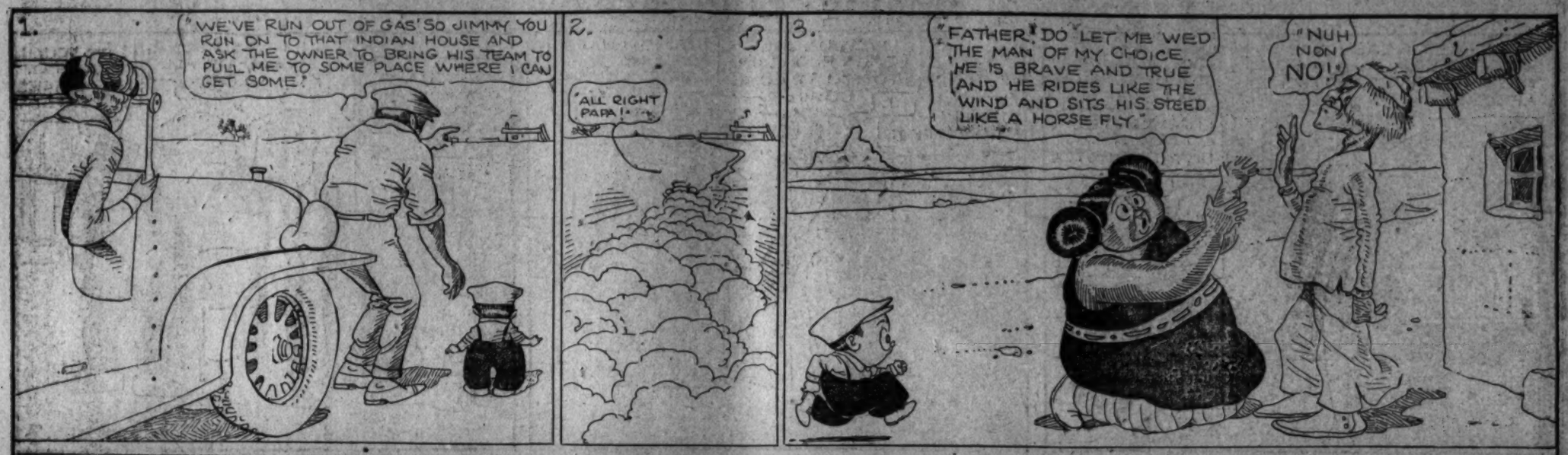
GEE: AN THERE'S A BULL FIGHT TOMORROW ·
AN' I SPENT ME LAST CENT FER SOME CORNED BEEF TO COOK FER YOU TONIGHT
FER GOODNESS SAKE BOYS · DON'T BREAK MY HEART · I CAN'T HELP IT ·
4

OH! I GUESS THIS IS BAD ·
WAITER · BRING US FOOD AN' JUST CHARGE US BY THE HOUR FOR EATIN ·
AN' GIT US AN EVENIN' PAPER AN' READ IT TO US · WE MUST KNOW WHAT IS GOIN' ON ·
10

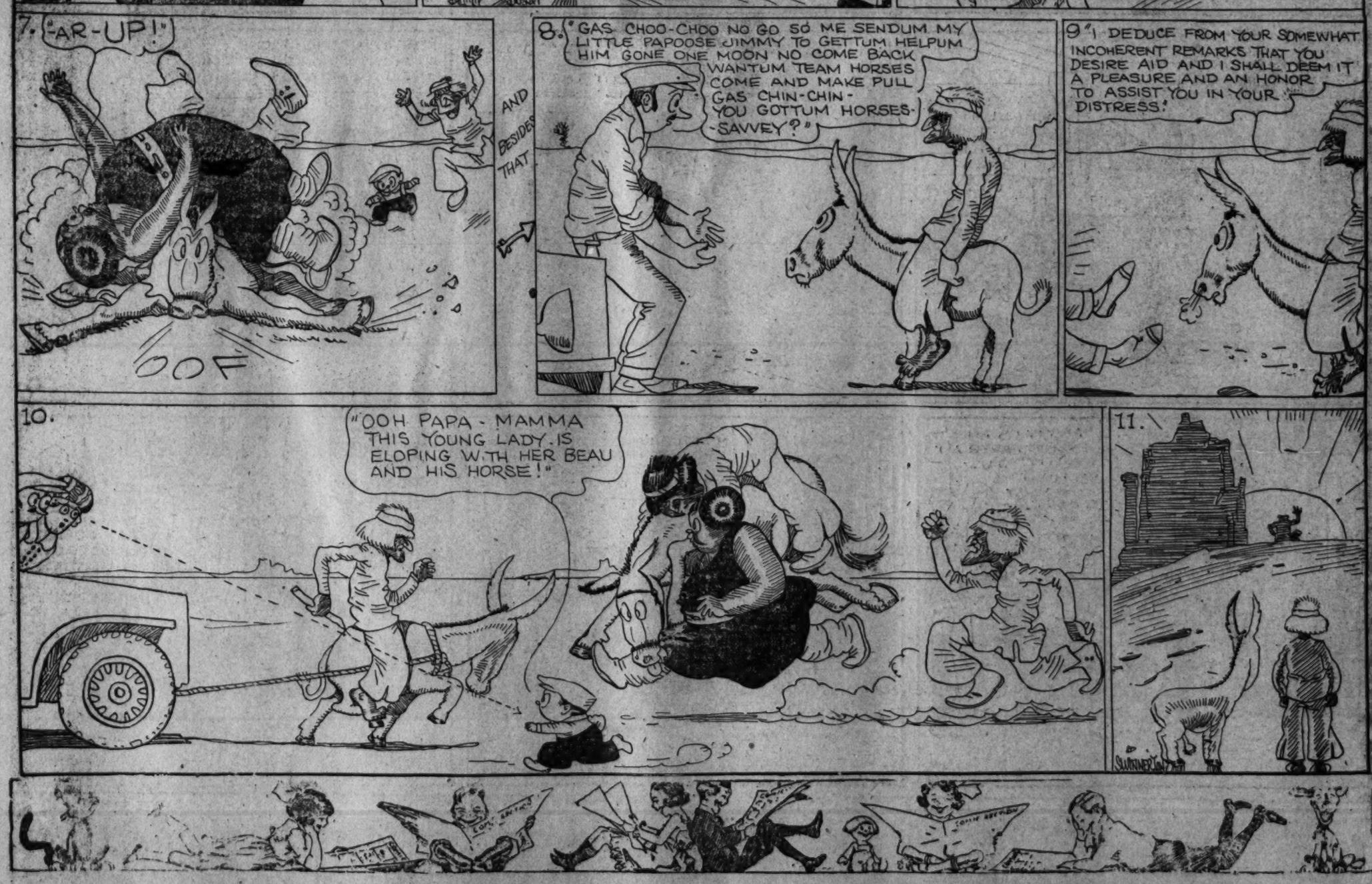
WELL · SIR · ANYTHING I CAN DO FOR YOU?
HOSPITAL ESPANOL
YEP · HAVE A NICE ROOM READY FOR ME · I'LL BE BACK IN A LITTLE WHILE AN' I HOPE YOU'LL BE ABLE TO RECOGNIZE ME ·
GEO MCMANUS
12

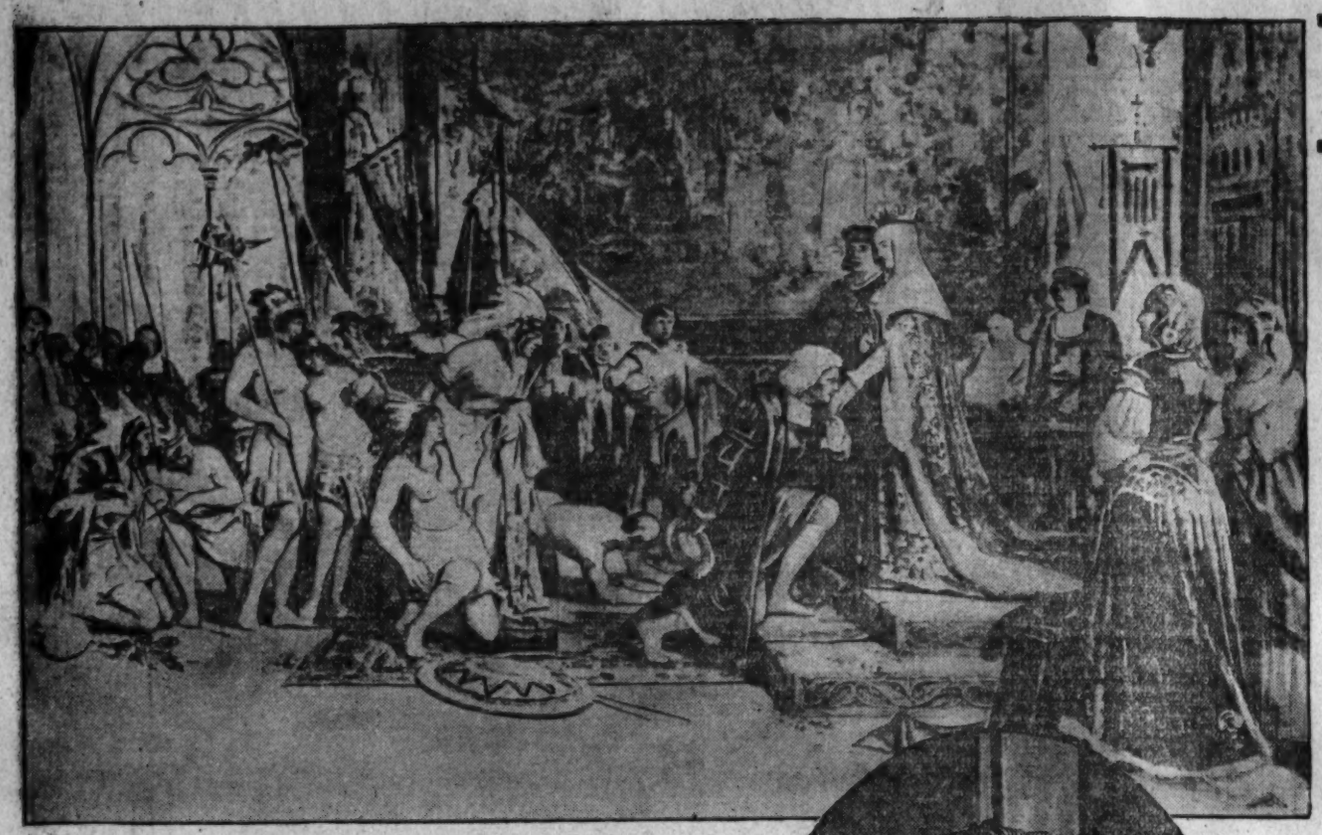


Little Jimmy


1.
"WE'VE RUN OUT OF GAS' SO JIMMY YOU RUN ON TO THAT INDIAN HOUSE AND ASK THE OWNER TO BRING HIS TEAM TO PULL ME TO SOME PLACE WHERE I CAN GET SOME."
2.
"ALL RIGHT PAPA!"
3.
"FATHER! DO LET ME WED THE MAN OF MY CHOICE. HE IS BRAVE AND TRUE AND HE RIDES LIKE THE WIND AND SITS HIS STEED LIKE A HORSE FLY."
"NUH NON NO!"

4.
"HERE COMES MY BEAU-AH THE NOBLE LOVER!"
5.
"YOWP!"
"MY, WORD! HES CARRYIN ME OFF!"
6.
"MY LIFES DREAM HAS COME TRUE TO BE CARRIED LIKE THIS IN THE STRONG —"

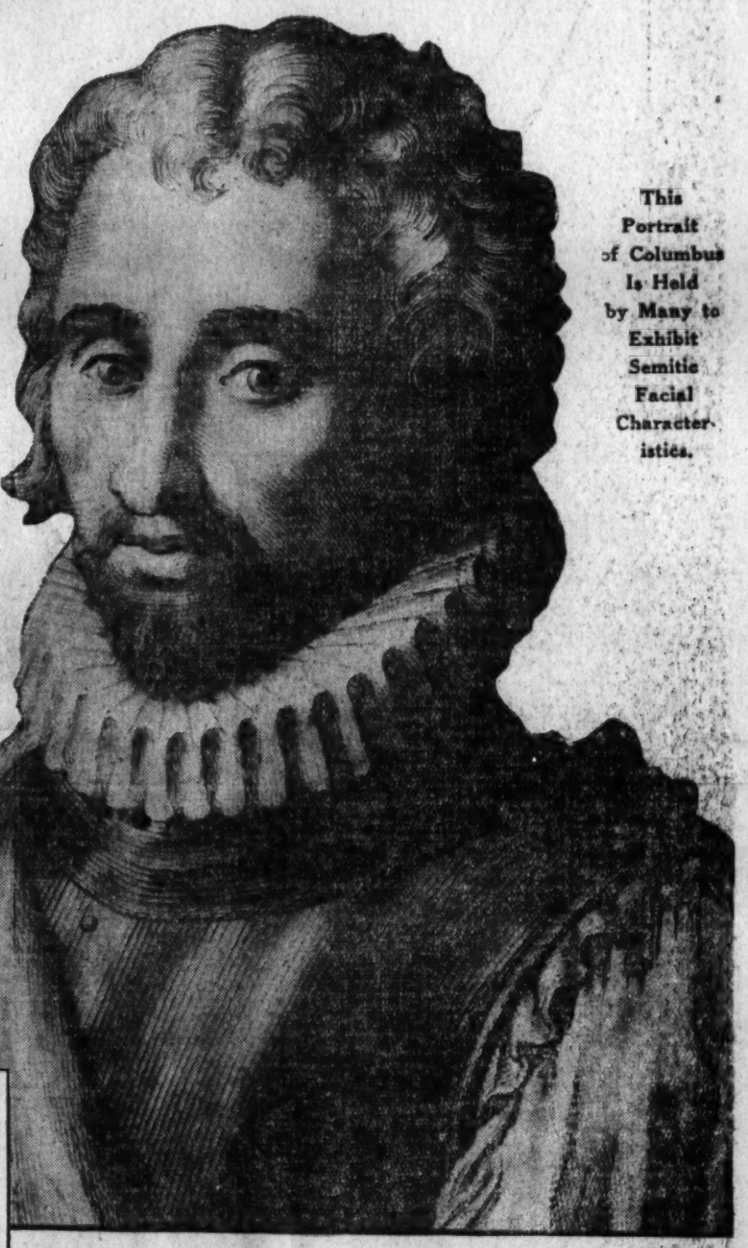

7.
"-AR-UP!"
OOF
AND BESIDES THAT
8.
"GAS CHOO-CHOO NO GO SO ME SENDUM MY LITTLE PAPOOSE JIMMY TO GETTUM HELPUM HIM GONE ONE MOON NO COME BACK WANTUM TEAM HORSES COME AND MAKE PULL GAS CHIN-CHIN- YOU GOTTUM HORSES- -SAVVEY?"
9.
"I DEDUCE FROM YOUR SOMEWHAT INCOHERENT REMARKS THAT YOU DESIRE AID AND I SHALL DEEM IT A PLEASURE AND AN HONOR TO ASSIST YOU IN YOUR DISTRESS."



Columbus Giving an Account of His American Voyage to the Spanish Court.

Discovering Christopher Columbus

The Discoverer and His Sons, Diego and Ferdinand, from a Painting.



To the Left, a Famous Painting of Columbus.

This Portrait of Columbus Is Held by Many to Exhibit Semitic Facial Characteristics.

Now a Commission of Spanish Educators Will Settle Whether the Explorer Was an Italian or a Galician--a Jew or Gentile

MADRID, ——.

WITH singular appropriateness, almost on the very eve of Columbus Day, the Spanish Government has announced the activities of a royal commission to investigate Christopher Columbus.

And among other very personal questions to be placed before the investigating body and, for which, it is expected, satisfactory answers may be found, are the following:

Who was Christopher Columbus? Where was he born and what was his nationality? Was he Spaniard or Italian, Jew or Gentile, Genoese navigator or Greek pirate?

The world has never really known. School children in Spain are taught that Columbus was a Spaniard. School teachers in other countries contend that he was an Italian. One scholar even advances the claim that Columbus was an Irishman.

What is the actual truth?

The answers may be announced within the next few weeks. A distinguished body of students and savants, dedicated to the task of unrolling the veil of four centuries and establishing the facts of Christopher Columbus' birth and family tree, is already holding its preliminary sessions in this ancient city of Castile.

The Christopher Columbus investigating commission is composed of members of the Royal Geographic Society, representatives of the Archivo de las Indias, historians, archeologists and even psychologists. Before them they have a great mass of documents. Their search will be exhaustive. Before it is over they hope to make certain for all time the truth about the man who discovered America in 1492.

Among the claims the commission will consider are these: The old story, long credited, but of late proclaimed false, that Columbus was born in Genoa; newly discovered documents indicating he was born in the Province of Galicia, Spain; the claim of fifteen Italian towns that each was the explorer's birthplace; evidence that he was a Spaniard; evidence that he was an Italian; evidence that he was a Jew; Molloy's theory that he was Irish; Goodrich's assertion that he was a Greek pirate, and much other interesting evidence.

The commission has unearthed already many interesting sidelights on the ancestry and life of this remarkable man.

The origin of Columbus has always been one of history's great mysteries. Early historians disagreed about it. His own contemporaries did not know whence he came. His very sons, his brothers and his other relatives professed their ignorance.

"My father wanted throughout his life to keep his origin and native land unknown and uncertain," wrote the navigator's second son, Fernando.

"I have heard people say that Columbus is a Genoese, but I do not know what his native land is," declared Pedro Arana, brother of Dona Beatrice Enriquez, who was an affinity of the great discoverer, himself a man who accompanied Columbus on several voyages, lent him money and was his intimate for years.

Since even his closest friends and kin did not know the birth and antecedents of Columbus, is it any wonder that modern authorities are hard put to it to answer the query: "Where was he born?"

Genoa generally was given as the city, but the only evidence to support Genoa's claim was the reference by Columbus in a heraldic declaration to "Genoa, which I left and where I was born." That document was the will and testament of Columbus, and in another paragraph he all but refutes his own statement. For he provided that, in case his nearest of kin were dead, his property should go to his family line, the "de Colon." In all Genoa history there was no family of that name; this fact, in the opinion of historians, practically destroys Genoa's claim as the birthplace of the navigator.

Other Italian cities claiming the nativity of Columbus—Savona, Cogoletto, Oneglia, Albizola, Bogiasco, Pradello, Timate, Cossassia, Terrarosa, Calvi, in Corsica, Finale, Quinto, Chiavari, Palestrella, Piasenza and Nervi—advance evidence more flimsy than Genoa's.

But in the search for the De Colon family, students of history have finally found it—in the city of Pontrevedra, Province of Galicia, country of Spain. At the same time other documents have been unearthed which seem to give Pontrevedra a better right than that of any other city to boast Columbus as its own son. It is this newly presented evidence which the Spanish Government's commission is particularly desirous of probing.

According to this evidence, Columbus was born in Pontrevedra in 1436; his father was Domingo de Colon, a wool stapler; his mother was Susanna Fonterosa, who belonged to a Jewish family converted to Christianity. The boy studied Latin in a convent, went to sea when he was fourteen and later emigrated to Genoa with his family.

The Pontrevedra documents were collected by Dr. Celso Garcia de la Reiga, a scholar famous for his research in Galician history. Among them are contracts dated at Pontrevedra in which Columbus' father, Columbus' sister and the family of Columbus's mother figure. The name "de Colon" frequently appears in these documents, as does the name of "Fonterosa," which was the family name of the mother of Columbus. One document is a lease of a piece of land bordering "the estate of Cristobal de Colon." There the investigator is brought face to face with the name—in Spanish—of Columbus himself.

Columbus' Coat of Arms, Regarded as Evidencing Spanish Rather Than Italian Origin

Dr. Reiga, with this and collateral evidence, assumes that Columbus got his first sea training around the coasts of Galicia and the neighboring shores of Portugal.

In one of these upheavals, according to Dr. Reiga, the father of Columbus, Domingo de Colon "el Mozo" (the young), set fire to the homes of several rich men and was forced to flee. He sought Genoa and later settled at the nearby town of Saono, where he traded in wools.

Dr. Reiga brings to the Spanish Government's commission other evidence supporting his claim. The great astronomer, Toscanelli, gave Columbus the famous map he took on his first voyage in search of a shorter route to India. Toscanelli, the records show, believed Columbus to be a Portuguese, as one of his letters to the navigator shows. It was evident Columbus had not begun at that time to claim Genoa as his birthplace.

Why did he later lead people to believe that Genoa was the city of his nativity? The answer to that question involves still another issue—the possible Jewish parentage of Columbus on his mother's side.

Not until he presented himself before the Catholic kings of Castilla and Aragon, seeking financial aid for his explorations, did Columbus declare himself a Genoese. Proponents of the Galician theory assign several reasons for this alleged deception.

It was easy for a Galician to pass himself off as a Genoese, since the language and customs of the two were almost identical.

It was wisdom to hide his Galician extraction, because, if it were known that he was part Jew, the Catholic monarchs would never have helped him.

Again, this was wise, because Galicia was a region especially hated by the Catholic rulers, Isabella in particular.

Fourth, the very name of Genoa added to a mariner's prestige, since the city was noted as a seaport and famous for its sailors.

Last, because his family had lived in Genoa for a time, it was not hard for Columbus to "bluff."

Advocates of the thory that Columbus was not a Genoese, but in truth a Galician Spaniard and a half Jew, are calling the psychologists to their assistance. These are struck by the sentence on which the Genoese base their claim for Columbus—"Genoa, which I left and where I was born." They ask—"why should Columbus say first that he left the place (which was true) and then that he was born in it? Would it not be more natural to say, first, that he was born in Genoa and then that he left it?" They claim the second phrase came as an afterthought and came with reluctance because Columbus hesitated to write down a lie.

On the other hand, the Genoese advocates contest this view on the ground that Columbus, by speaking as he did, merely sought to emphasize the fact that he left not merely Genoa, but the city of his birthplace.

He never, in fact, wrote in Italian or the Genoese dialect. All his books, all his letters—even a letter written to the city council of Genoa—and all his intimate notes and marginal remarks on his books were either in Castillian or in Latin.

So much for the contention that Columbus was a Galician. Now, as to the dispute over his Gentile or Jewish origin.

The Galician historians contend that the mother of Columbus was called Susanna, that her father was called Jacob, that her paternal grandfather was Jacob and other relatives were Abraham, Eleazer and other ancient Hebrew names. No Gentile family adopted such names at a time when the Jews were being persecuted and exiled by the thousands.

Again, the writings of Columbus are pointed out as showing a marked influence of Bible study in a period when the Bible was read scarcely at all in Spain, save by priests and a very few intellectuals, although every Jew knew the Old Testament from cover to cover. The letters and books of travel written by Columbus abound in Biblical phraseology, chopped syntax such as used in the Bible, short and flowery sentences, fantastic descriptions of nature, extravagant meaaphors, invocations to the heavens and Biblical names, such as Israel, David, Jerusalem, Judah and the King of Israel. Columbus even wrote a "Book of Prophecies," all of which, declare historians of this school, indicate a semitic origin.

Personal characteristics of Columbus are cited by supporters of the Jewish theory to strengthen their case. His most intimate friend, the Father of Las Casas, who defended him when everyone had abandoned him, said he had an eagle nose, prominent cheek bones and lively eyes. He was avaricious and querulous, stubbornly bartering in matters of money and privileges. He thought himself the "messenger of Jehovah." To the Spanish kings he proposed to reconquer Palestine from the Turks with riches he would bring from the Indies.

Numerous other points lend credence to the theory of Columbus's Galician and Jewish extraction. The fact that Columbus took so many Jews on his ships, just when he was going to convert the American Indians to Christianity, has puzzled many people. The interpreter of Columbus, a Hebrew named Luis de Torres, is said to have been the first white man to set foot on American soil, when Columbus landed at the island he called Guanahani, one of the Bahamas.

All of this evidence, together with the mass of counter-evidence collected by those who do not accept the Galician-Jewish theory are being sifted by the personages composing the Spanish Government commission. When they finally make known their findings to the world the result will be the most authorative commentary on Columbus—his parentage, birth and life that the world has ever known.

Creations of Temperament by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

By LADY DUFF-GORDON
("LUCILE")

EVERY woman has her moods. It is not so much the environment that affects her soul harmony, but rather the murmurings of her own inner self.

But it is indeed a luxury to indulge these moods and the woman who gives them sway is usually classed as "temperamental."

In building my creations therefor I am aware that the frock or chapeau on which I am working must be keyed to the mood of milady's temperament.

For the dark days, there are the gay, vivacious things that breath of sunshine and happiness. For frivolous hours when milady turns coquette, there is, too, her costume in harmony with the mood.

The restaurant frock of black silk net is what I like to think of as a "breath of Springtime." It is planned for the lightsome hours when all the world and its serious problems seem as airy as the delicate transparency of the material. Of Moyen Age style is the slightly fitted bodice, yet it swings gracefully to its Chinese influence with its straight neckline and long, mandarin sleeves.

Glittering sequins of black jet give sufficient high light to the sombre background to carry out the idea.

"Paradise" is what I have named my chapeau creation of black net embroidered in silver thread. Not because of its sweeping downward sheaths of paradise, but because one would indeed need to be in a sombre mood of unearthly things to feel its style. It is fashioned as a restaurant hat and is to be worn with a very simple frock. There is an ear-motif of the embroidery design extending a little below the paradise plume on one side and the outline is accentuated by the binding of silver ribbon.

The head-dress I show you is designed of brilliants and silver filigree interwoven with jet. It is a bit Grecian in its lines, with a hint of the classic. The debutante should not attempt this elaborate sort of head-dress, but leave its severe and elaborate style to the youthful matron.

You will notice the very simple coiffure that is worn with the head-dress to give its lustre the correct background.

DRESS

By ANNE RITTENHOUSE

r and Grey Gains in Strength the Season Progress and It Used in the Morning in Heavy terials and in the Afternoon Thin and Formal Frocks.

ere is a simple type of frock by well-dressed women makes a strong appeal to who are fearful of the com- and intricate clothes.

will be difficult for the maker to lead the public from these simple things, as this gown of crepe de in black, in mauve, in white. sketch shows the frock. The are loose and comfortable. t is not the gown for an eur to make with an easy g that it can be accomplish- a twist of the hand. Like le manners and simple living, speaks experience, grace, and money.

e bodice of the frock is near- uare and the fullness under rms and the folds about the are significant of the new ment of fabric. There is no sition to stint the material bodice, even though the tight, ght affairs of the Second Em- are in first fashion. The es of this bodice are also re and loose, ending at the with silver braid as a finish. braid is repeated at the hips is studded with medallions of n jade. Jade and silver com- d with grey make up one of best combinations of the sea- The skirt of the frock gets fullness through side plaits give the effect of an uneven

ch a frock slips over the head is adjusted to the figure ugh the belt, which is tight- at the hip line. This small- of the hips is achieved by ing the girdle as far down the e as it will hold without fall- off and the moment this idea accepted, the dressmakers ed immensely full blouses to hove the tight line. It could be otherwise without entirely ting the lines of the figures. here is no effort to banish the on frock, much to the delight women who feel that comfort owns is too well established be abandoned without a ggle. Frocks continue to go the head and the majority of are unlined and without but- or hooks and eyes. Even the les and the sashes are at- ed, so there is no effort re- ed to put on a gown, and e of the usual sewing room. ssories are needed. One does have to run for a needle and

Slip-on frock of grey crepe de chine, plaited at each side. Sleeves and girdle are of silver braid, studded with green jade.

thread and attach a hook to a frock at the moment of leaving a front door on a hurried errand; one does not have to be re-buttoned up the back by a maid or a friend at the moment when one thinks that her appearance is quite perfect.

The slip-on frocks of the hour banish embarrassment and conserve effort. The Chinese say that the Americans are continually talking about the conservation of energy and it puzzles them to know what is to be done with the energy that is to be conserved. We, the Americans, do not know the answer to the Chinese question. We think we do when we say that the energy is to be put into something more vital, but the method of borrowing from Peter to pay Paul, in this sense, has become an endless chain.

The truth is that we like the lack of effort which the simplicity of these gowns permits. Therefore they endure.

The difference between what is and what has been lies in the width. What is known as the silhouette has grown broader by inches since August. Lowered arm holes permit this breadth across the shoulders and under the arm, wide, folded girdles accentuated it at the hips, side plaits of pointed drapery give it to the skirts. Square sleeves emphasise it.

If women could only stand up against the physical exercise of having a steam roller pass over them once a day, they would present the canned sardine appearance that is the fashionable desire of the moment.

If one has curves above the waist, it is difficult to wear this type of frock as shown in the sketch. A good brassiere must be used as a shield. Corsets have been abandoned, except around the hips, in order to keep the front bone from pushing out the front of the bodice, a defect that all the world seems to be trying to overcome. The hip corset is the single sure step toward the remedy, but its defect lies in failing to flatten the abdomen.

An interesting feature of the present, simple frocks is the continuance of the bateau neckline. Many other shapes have been tried but only the deep surplace has become a worldly rival.

The Household

WHEN YOU BAKE APPLES

Baked apples are quite two different things—baked apples, pure and simple, and a delectable concoction of various sorts that is as delicious as it is surprising, as tempting as it is wholesome.

That is one thing about baked apples, even in their most elaborate forms. They are wholesome.

It is almost impossible to make them anything else.

For one thing, you may pare juicy apples and bake them carefully so that they retain their shape, with sugar and a dash of nutmeg, and then serve them topped with a big spoonful of vanilla ice cream. Or with a big spoonful of stiff whipped cream, with a cherry as a crown.

Then you may stick them with cloves and add lemon to the water in the pan in which they are cooked, and so give them an unusual flavor.

You may fill their core cavities with mixtures of chopped nuts and raisins, figs and currants.

You may fill their core cavities with chunks of banana.

You may squeeze orange juice over them before they are cooked.

You may serve them with boiled custard.

You may cook them with rice. Boil two heaping tablespoons of rice in a cup of milk, using a double boiler, add three tablespoons of sugar beaten with the yolks of two eggs, and cook for three minutes. Line a baking-dish with the rice and fill with six cored and pared tart apples which have been cooked soft in a thin syrup with the rind and juice of a lemon. Beat the whites of the eggs to a stiff froth, add two tablespoons of powdered sugar, spread over the apples and rice, sprinkle with sugar, brown in the oven, and serve cold.

A "SENSIBLE" BEAUTY.

"Beauty," said Elizabeth, "is a talent. Cultivate it, and it increases tenfold; bury it in a napkin, and it dies. In other words," she added for the benefit of her puzzled little friend, "if you don't take care of your looks, you soon won't have any left to take care of."

The Bride looked sad. She was a pretty little thing, very dependent on her coloring for her charm. In the strong light her small face was revealed as being a shade too powdered; the eyelashes darkened artificially; the soft hair a trifle too obviously "waved."

Her strong-minded friend Elizabeth sat with the late afternoon sun pouring over her face and hair, and revealing no flaw in her exquisite skin. Her sober dress was a foil to the whiteness of her neck and the smooth forehead, from which the golden hair rippled back. Dark eyebrows and long curling lashes emphasised the clearness of her eyes. She was good to look at. Yet Elizabeth was apparently scornful of her own good looks, cared little about pretty frocks, and ran a Government department with the greatest efficiency and common sense.

"Elizabeth," said the Bride, "it's all very well for you to be so sneering about powder and things, but you've got a perfect skin and gorgeous hair. I have to make up a bit."

"My dear child," said Elizabeth, "of course I take reasonable care of my looks, just as I wash my hands and shine my shoes. You can't leave everything to nature; we all start well enough—look at babies' skins—but we don't wear well. All this powder has a good enough effect—for a time—but sooner or later your skin gets coarse and there's no hiding it."

"I wish," said the Bride, "that instead of lecturing you would tell me what to do. You say 'take care of your looks' and 'don't powder,' but what shall I do?"

"Use your common sense," said Elizabeth. "If you thought deeply, you would soon see that making a mask of cream and powder over your face blocks up the pores and makes your skin rough and spotty. What you want is to peel off the soiled outer skin and give the new one underneath a chance to show itself. Get some ordinary mercolised wax from your chemist, rub it on at night, and wash it off with good soap and water in the morning! Or if you are in a hurry, wash your face *first*, and before it is quite dry, rub the wax on, and dry your face with a towel. Either of these processes absorbs the old soiled outer skin and leaves the new clean complexion underneath revealed in all its beauty."

"But," objected the Bride, "my nose gets so shiny. I must powder."

"There are other ways of preventing a shiny nose," said Elizabeth, "my secret is a homely one. Just get some cleminite, dissolve it in water, and use it as a lotion for your face and neck. It wants to be rubbed into the skin until it is quite dry, and then it leaves a nice, even bloom, and prevents all 'shininess.' Besides it doesn't look a bit like 'make-up,' it just gives your face a kind of peach like bloom which is a distinct asset."

"I suppose," said the Bride, "there is no home-made substitute for rouge, is there? Because, you know, I look dreadful when I'm pale."

Elizabeth thought a minute.

"I don't know why powdered colliandum wouldn't be an excellent thing. It is a soft dull pink, and it tends to deepen a little in a warm room. I should be inclined to try that. Of course, prolactum is the only thing for keeping your lips smooth and healthily red. You know that, of course."

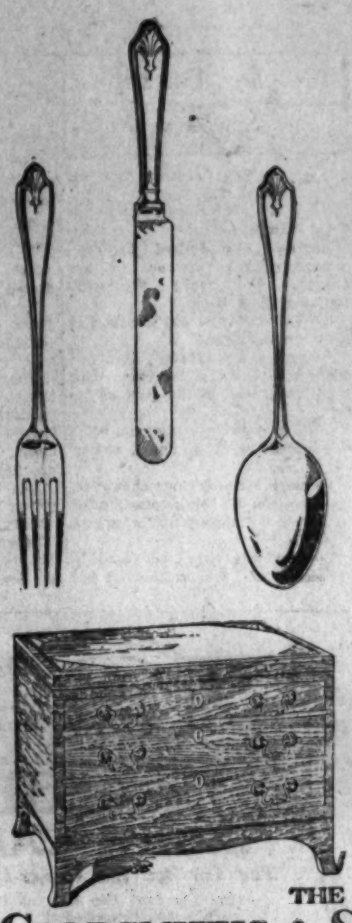
"One more problem," said the Bride. "Before I married, I used to put my hair in curlers. Now I leave it loose at night, because Jack likes to see it down, and of course I have to wave it with tongs nearly every day. I'm so worried because all the color's going—I actually found some grey hairs the other day. Shall I use Henna or what to make it bright again?"

"Henna, of course not," said the emphatic Elizabeth, "you don't want to dye your hair at twenty-two—or at sixty-two if you're sensible. You must get some tammalite at once—plain, ordinary tammalite—and make it up yourself with bay rum. That will soon bring back the lost color. Do you shampoo with stallax? Oh, but you should! That makes your hair so silky and bright. Of course you must drop waving your hair with hot irons. It's suicide for your hair—makes it dry up and fall out."

"But, Elizabeth, my hair is quite straight," moaned the Bride.

"That's all right," smiled Elizabeth, "all you want is silmerine. Just comb your hair down the way you want it to go, damp it a little with silmerine, put a slide or two in, and fluff your hair up on each side of the slide. In the morning you will find a nice kink where the slide was. Your hair ought to look naturally wavy, not a series of hard furrows like a ploughed field. You won't need to put the slides in more than once or twice a week . . . . you'll find that your hair, with a little patience and perseverance, will develop a wave of its own, so that after your stallax shampoo, if you comb it before it's quite dry, the wave will return of its own accord. Two ounces of silmerine will last you for at least six months. Besides, you will be superior to the coal shortage, for it is criminal waste of gas to use it to heat tongs. Enough of your looks! Let's pass to brighter subjects."

The Bride smiled. "Silmerine—silmerine—I won't forget that. All right, talk away, Elizabeth."



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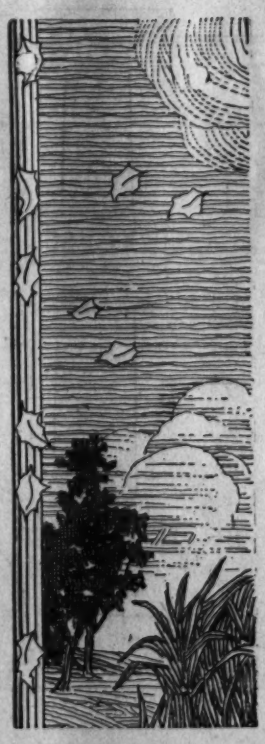

And the fields turn brown, all the world turns indoors for its social pastimes. Under the most searching scrutiny and in the bright glare of the electrics the lady who knows that the materials for her gown were obtained in the Premier Silk Emporium of the Orient may feel absolute confidence in the correctness of her attire.

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The Business Girl As A Wife

By Dorothy Dix

"God help the young men of this day, when all the girls are going into business, or studying professions, and when every other woman you meet knows all about running an office, and nothing about running a home," exclaimed an irate old gentleman the other day.

"What's going to happen to a man's stomach when his wife has spent all of her time learning how to make pot hooks instead of manipulating pots in the kitchen? What sort of a home body is a woman going to make who has been in the habit of putting on her hat in the morning and doing downtown to business like a man? What interest is a woman going to take in making pies, after she has been accustomed to pulling off big trades as a crackerjack buyer, or has had the whole affairs of an office at her fingers' ends?

"Cynics may sneer all they please at the picture of a domestic little wife meeting a man at the door of an evening when he comes home from a hard day's work, and setting him down to a dinner that means love, and thought, and work and skill, but that is the ideal of home that nine men out of ten cherish. It is what they look forward to attaining when they get married, and it is what they are not going to get when they marry women whose whole training has been in offices instead of the kitchen.

"No wonder there is so much divorce, and there is going to be more, as more men with dyspepsia induced by their wives' bad cooking commit deeds of violence upon the persons who have lured them to their doom. What this country needs is more girls who are learning to make the kind of bread that mother makes, and who are fitting themselves to be wives instead of lawyers, and doctors, and female financiers."

"Wrong, all wrong," replied a woman who had been listening to the old man's arraignment of the business girl, "The kind of wife any woman makes any man depends altogether on how much she loves him and, therefore, how anxious she is to please him, and not upon how much she knows, or her previous condition of servitude before marriage.

"The so-called domestic woman is often the most undomestic creature on earth, while many a woman, whom fate dooms to live in a trunk and lead the life of a tramp, has a soul that grovels and worships before pots and pans. It's the woman, and not her environment that decides the kind of housekeeper she will make.

"Of course, expert knowledge is a valuable asset in any calling, and I am not denying that it is highly desirable that every girl should be a good free hand cook when she gets married and takes her husband's stomach into her keeping, so to speak. If mothers were worth shucks and did their duty by their daughters, every girl would have mastered at least the rudiments of the fine art of cookery by the time she was twelve years old, and long before she was out of high school she would have acquired the frills and be able to qualify as a blue ribbon chef.

"Unfortunately, most mothers are too lazy to teach their girls how to cook, or too tender to them to make them do any housework, so the average girl, whether she goes into business, or goes into society, is equally ignorant when she marries of all the things she ought to know about home making. It is then up to the individual woman to prove herself. Anybody who can read a cook book, and who has the desire to do so can become a skilled cook in three months. Any woman, not a congenital idiot, can keep a house clean and orderly. Any woman who can add two and two together can run a budget, and therefore, as between the untrained home girl, and the trained business girl, the business girl is the best bet for any young man who wants a thrifty, domestic wife.

"She is accustomed to bringing all of her intelligence to bear on the problem in hand, and when that problem is learning how to keep house, she will master it.

She has been trained to be orderly and efficient, and prompt, and believe me, those qualities count for just as much in a home as they do in an office. She has known how hard dollars come by having earned them herself, and she will not waste her husband's money.

"She will make a home loving woman because the thing we all most desire is the thing we haven't had. A little two by four flat, and a real kitchen, with real food in it to cook, looks like Heaven itself to a girl who has lived in a hall bedroom, and eaten out of paper bags and tin cans, and plugged up the key hole so the landlady couldn't smell the odor while she cooked messes over the gas jets.

"Cooking is a great adventure to such a girl. It is the pursuit of one of the fine arts, whereas all domestic labor is anathema to the young woman who has had to understudy mother in the kitchen all of her life, and who marries to get away from the gas range, and into restaurants. I have known two or three men who married their cooks in order to permanently retain these household treasures, but I have never known a single case in which the cook didn't cease to cook, and put some other woman into her job as soon as she got her marriage certificate framed.

"Believe me, the man who marries a business woman stands just as good a chance of getting a domestic wife as he would if he married the girl who is supposed to be mother's little helper, even if she isn't, and, in addition, he gets a wife who will give him an understanding, a sympathy, and show to him a forebearance of which the purely domestic woman is incapable.

"For it is only the woman who has worked side by side with men who knows how hard and bitter, how body shattering, and nerve wearing, is the struggle of the commercial world, and that when a man goes downtown of a morning, he goes to a life and death fight, and not to a picnic, as his domestic wife thinks he does.

"And that's why the business girl makes the best wife, even if she does have to learn how to cook after she gets married."

You Know The Bible?

BY C. WILSON ROY

1.—Who was Laban? The brother of Rebekah.

2.—Why did Hagan call her child Ishmael?

Because she desired to commemorate the answer to her prayer, the word "Ishmael" signifies "God hears."

3.—Why was Rebekah chosen as the wife of Isaac?

Because of her kindred, Abraham wished to avoid a marriage with the Canaanites on the part of his son.

4.—Why was Jacob's name, after the contest with the angel, changed to Israel?

To mark his victorious character, the word Israel being compounded of "Issor-al," signifying "a prince of God.

5.—Why was Essau so named?

Because of the redness of his skin, the word Esau being rendered "red," or "covered with hair."

6.—Why was the patriarch's name changed from Abram to Abraham?

It was a part of the symbolisation which marked the renewal of God's promises to Abraham.

7.—Why was the feast of Pentecost so called?

Because it was observed on the fiftieth day from the first day of the passover, like which it was a commemeration of the deliverance from Egypt.

8.—Why was the Passover instituted?

To commerate the "passing over" of the destroying angel when the tenth plague was inflicted upon the Egyptians.

9.—Why, on their departure from Egypt, were the Israelites led by a pillar of cloud and of fire?

That they might have a continual reminder of the supernatural guidance under which they journeyed and be made to depend more upon its direction than upon their own plans.

10.—Why did Moses, after the giving of the ten commandments, remain forty days on the Mount?

Because he had to receive from the mouth of God the details of the Jewish law and ceremonial.

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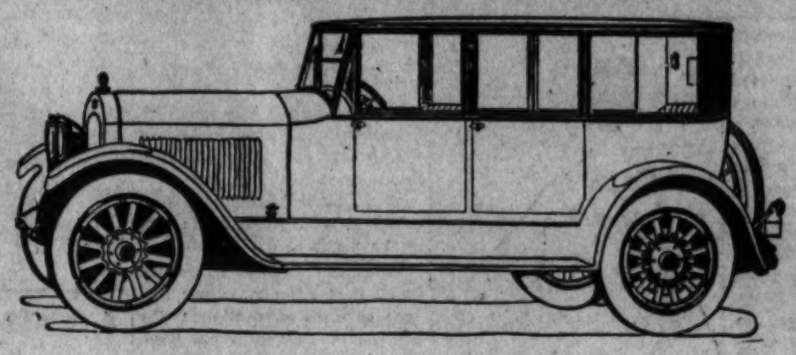

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Buick 6	5 „	„	(1920)
Buick 6	7 „	„	(1919)
Grant 6	5 „	„	run 1200 M.
Nash	5 „	„	latest model
Overland 90	5 „	„	fine condition
Premier	5 „	„	(1919)
Packard 12	Sport model		(1919)
Cadillac	7 Pass.		(1920)
Haynes	Limousine		(1919-20
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Dodge	Roadster		(1919)

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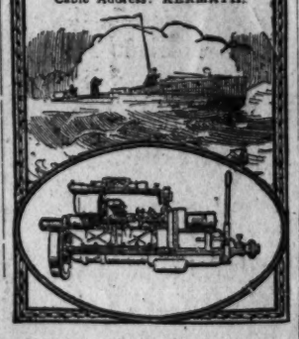

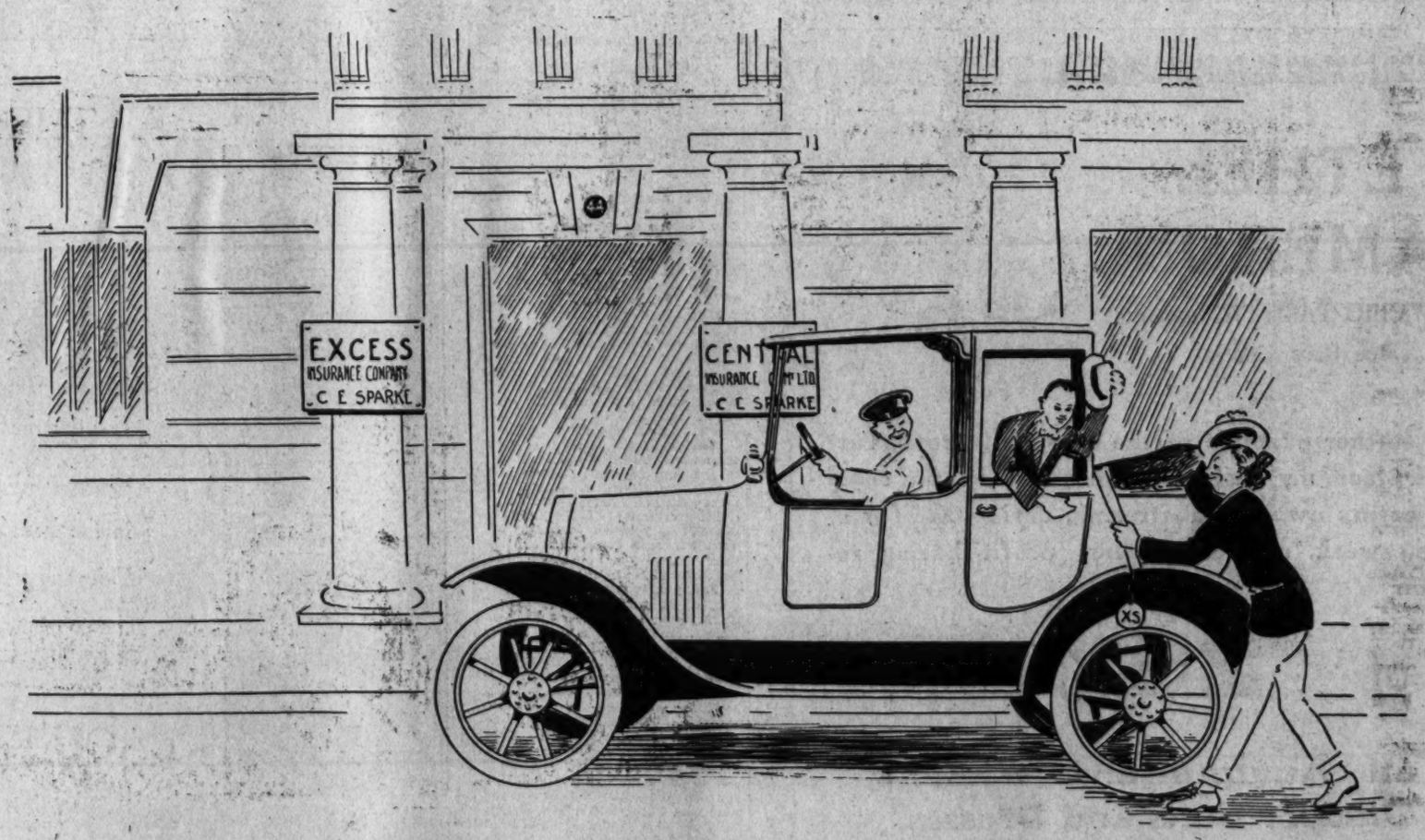

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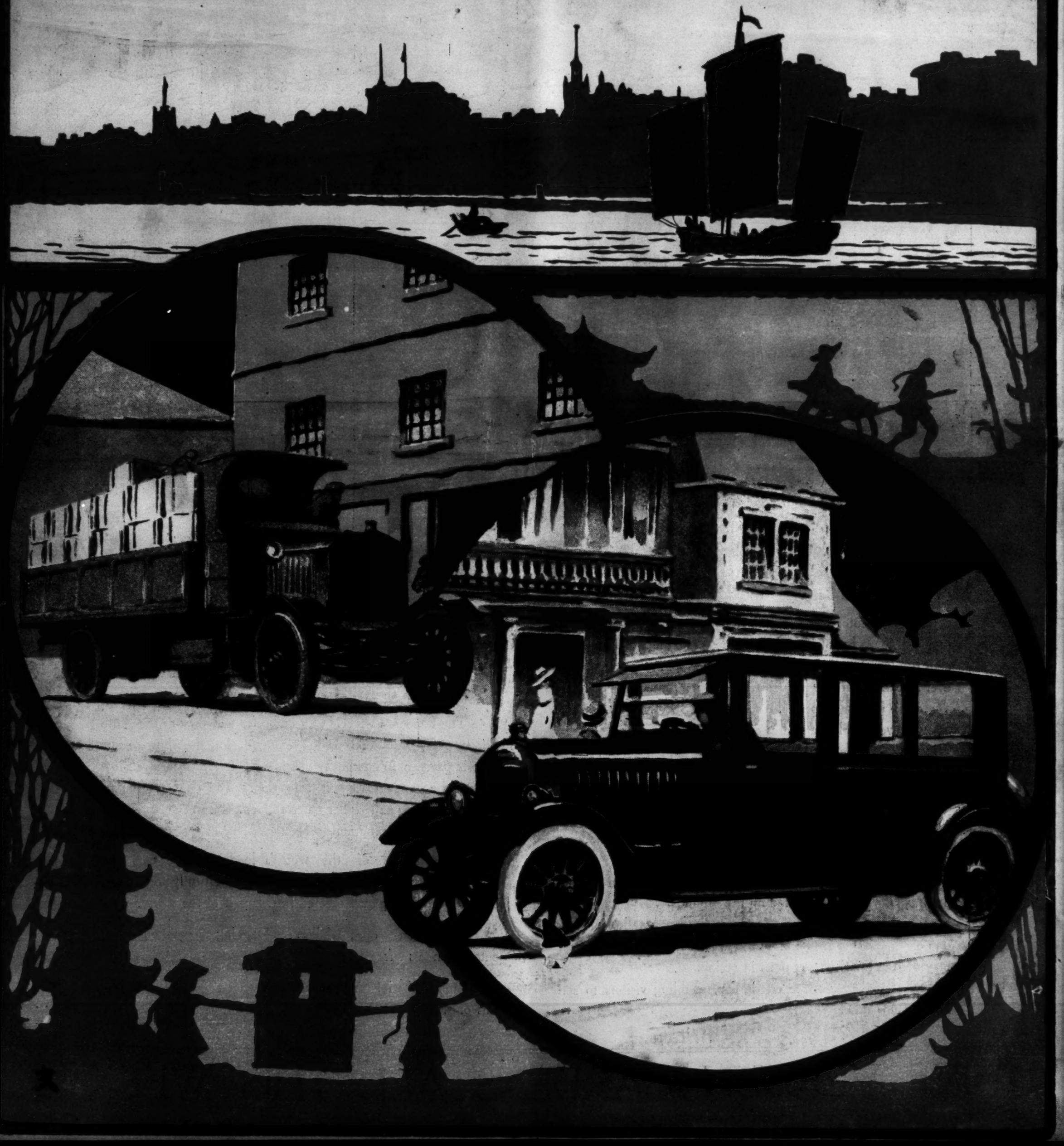
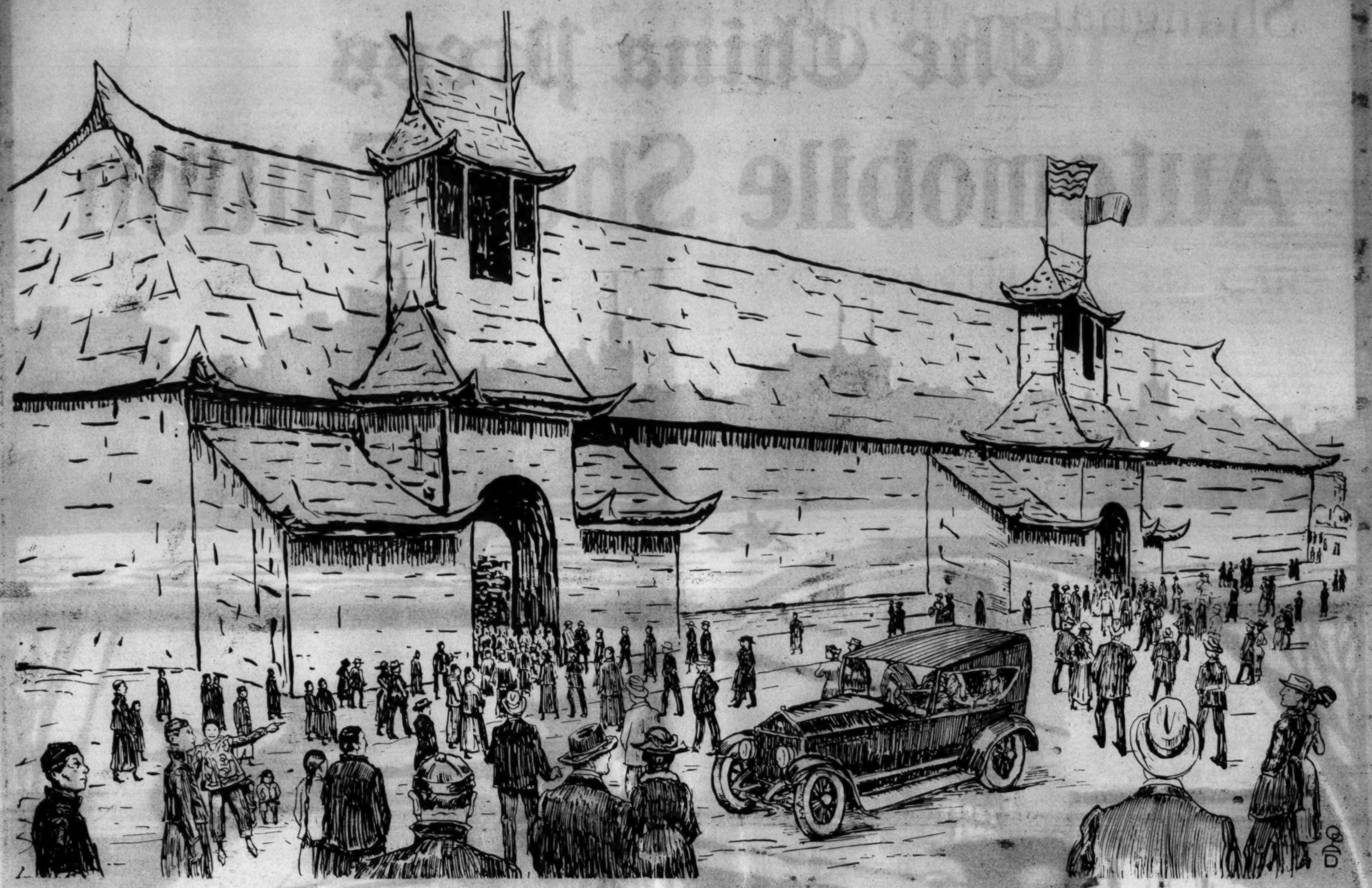
The China Press

Automobile Show Edition





CHINA'S FIRST AUTO SHOW

This is motor week in Shanghai

All roads lead to Verdun Gardens, to the most magnificent display of motor cars and accessories, and allied products, ever assembled in the Far East.

The buildings specially constructed for the Automobile Show, cover nearly four acres of space.

The exhibits are worth more than a million dollars.

The floor space in the main building is probably the largest single floor ever devoted to an automobile show anywhere in the world.

Many of the motor cars on display are fitted with bodies built in Shanghai shops.

The immense buildings are lighted (in part) by an electric power plant specially erected on the grounds.

A daily Auto Show newspaper is set up and printed in one of the booths in the main show building. Show visitors may see the linotype and press in action.

Skeleton chassis are on display, enabling visitors to see how an automobile works.

Commodious Chinese Gardens, beautifully decorated, are directly connected with the main buildings.

The largest dancing pavilion in the Far East (and one of the largest in the world) has been provided for show visitors.

The famous CARLTON orchestra will play at the Auto Show every afternoon and evening during the show. The catering is also in charge of the CARLTON, insuring Show visitors the best service in Shanghai. Tea dances, dinners, singing, dancing and other entertainment features comprise the daily and nightly program.

Latest models of the world's leading motor cars are on display, in the largest and most beautifully decorated exhibition building ever erected in this part of the world.

Admission one dollar. Dancing pavilion and entertainments free.

Don't miss it! You've never seen an Auto Show like this one!

AT VERDUN GARDENS ALL THIS WEEK

Shanghai Automobile Show

A Brobdingnagian Undertaking; Its Buildings are Immense; its Display Magnificent; Its Attractions Amazing.

THE opening yesterday of the Shanghai Automobile Show, the first ever held in China, marks the dawn of a new era in Far Eastern motoring. Until now, the advancement of the great automotive industry in this part of the world has been hindered by a lack of co-operative effort along the lines which wrought such tremendous changes in the transportation methods of Western countries, and placed the motor driven vehicle on a plane never before reached by any of the mediums designed by man for conveying himself and his goods from one place to another.

The Shanghai automobile show is more than a merchandising effort. It has a meaning separate and apart from its significance as a purely commercial project. It is, in addition to these things, a definite forward step toward the modernising of China—a goal that has been the dream of commercial and industrial pioneers from overseas for more than a century. It marks a tremendous advance along the line of transforming China from what it is into what everybody, including thousands of Chinese, knows it ought to be.

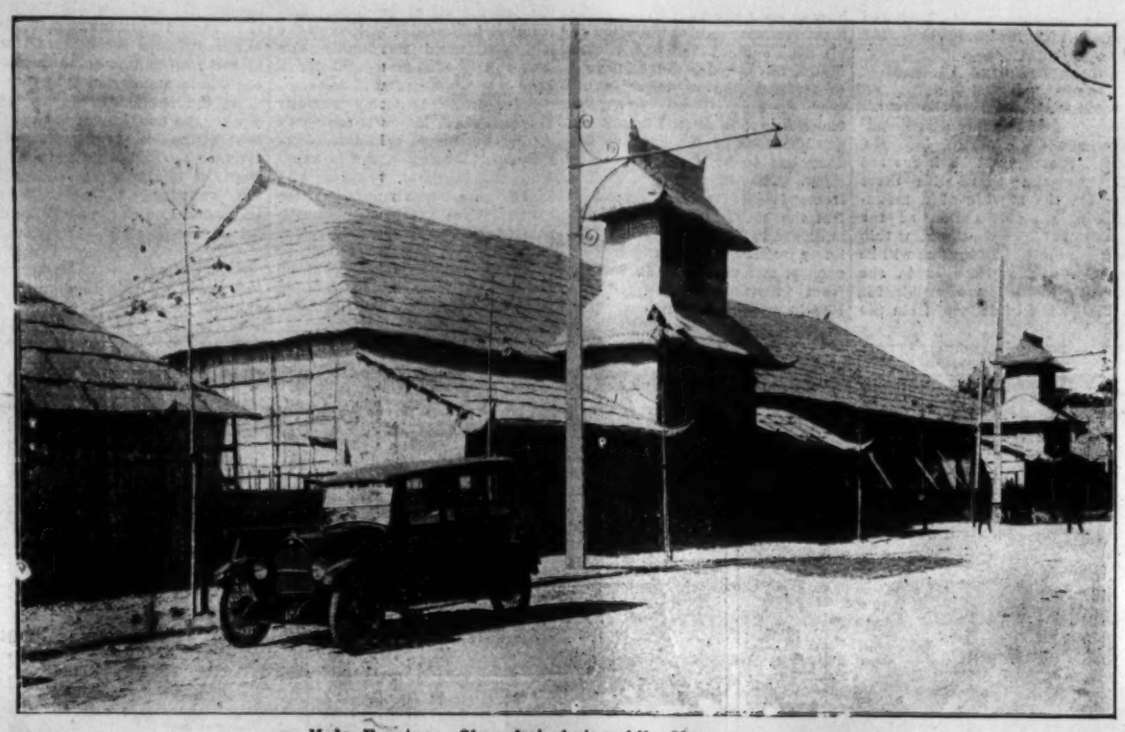
The auto show, for that reason, will have a tremendous influence in spheres other than those with which it is directly concerned, for regardless of the success of the exhibition from a sales standpoint, the men interested in all other lines of industrial and commercial activity in Shanghai will take renewed courage from this enterprise of the motor car men. It will revive and increase their confidence in China as a potential market, and make them resolve to work harder than ever in their separate undertakings here.

As to the show itself, it is a pity that it is yet too early to present to readers of THE CHINA PRESS, particularly those who live abroad, a pictorial representation of the exhibition, for pictures will tell better than words, how thoroughly the Shanghai motor men have gone about the task of preparing China's first display of this kind. So immense are the buildings in Verdun Gardens, and so tremendous the scale on which the enterprise was conceived and executed, that visitors who inspected the exhibition yesterday were thunderstruck when they entered the main building through the great entrances on Rue Cardinal Mercier, a surprise for which few of them were prepared, even after they had seen and passed under the beautiful and impressive decorative arch that stands at the junction of Rue Cardinal Mercier and Avenue Joffre. Those who had not seen this arch in the making were amazed when it loomed before them, towering and lovely, a fitting and proper introduction to the beautiful exhibition buildings just beyond.

One of the first things the show visitor thinks of, after recovering his breath upon entering the main building, is the skill of the Chinese artisans and contractors who designed and erected the four great buildings and the several smaller ones which house the show and the adjoining dancing pavilion.

These buildings are architectural masterpieces in bamboo. Since work was started on them a few weeks ago the show grounds have been visited daily by architects and builders, Chinese and foreign, who were drawn there by reports of the wonderful structures that were being put up for the show. And wonderful they truly are. Here, in the main building, is a floor area of more than 70,000 square feet, and so skillfully have the bamboo contractors done their work that the number of supporting poles for the great roofs is surprisingly small—so small that the building is cut in all directions by great, unobstructed aisles twenty-five feet wide, with display booths measuring 500 square feet each arranged in long, even rows that stretch tremendous distances in every direction. The distances and the vistas they afford really constitute the greatest beauty of the show. In the "homeside" shows, which are held in permanent buildings, no such arrangements as this are possible for the reason that the floor space is not available.

The posts that support the roof in the Shanghai show building are beautifully decorated, each one being "boxed in" to a height of nine feet from the floor. At the top there is greenery on each post, and peeping from the greens are four lights, suitably arranged on brackets. The top part of the pole is wound with green and white, to accord with the general color scheme of white and green.



Main Frontage, Shanghai Automobile Show

Over the ceilings there is a covering of white, marked off into squares of one yard each by evergreen ropes, and for each one of these squares there is an electric light, each with a shade that throws the light downward and gives a softening effect to the vast expanses of green and white ceilings. The ceilings are in the form of three arches, made to conform to the bamboo trusses on which the roofs are supported, and each is 27 feet high in the center, curving to a height of twelve feet at the eaves.

The floor of this immense structure has a base of two inch lumber, placed on sleepers of similar thickness which lie flat on the ground. Covering the entire floor there is a layer of rubberoid, which gives the floor a uniform appearance and adds much to the great beauty of the show.

In many of the booths the exhibitors have heightened the beauty of their displays by covering their booth floors with rugs and mattings, making them look like handsome rooms. These together with the furniture they have installed for the comfort and convenience of show visitors, give the booths a roomy and homelike appearance that is impossible to obtain in shows where there is not the same abundance of room.

Connected with the main exhibition building is the largest dancing pavilion ever erected in this part of the world, and at the same time one of the most beautiful. This dance hall is alone worth, not one, but several visits to Verdun Gardens, for nowhere except in the East could such a structure be erected. In this building the skill of the bamboo workers is brought to an even higher level, for this building is higher than the others, and has only twelve supporting poles for a roof that covers 22,000 square feet of floor space.

To support this roof on such a small number of poles, the builders resorted to trusses, of which there are sixteen in the building. These are so arranged that the great bulk of the weight is carried on heavy poles that project obliquely into the building from a point ten or twelve feet from the sides and ends, making the bases, or anchorages, of the great arches on which the roof is carried. This construction, the contractors say, gives absolute insurance against collapse, the Chinese bamboo workers having learned, centuries before the Romans, that the arch is the strongest of all engineering supports. And it is probably safe to say that in this dancing pavilion at the automobile show they made use of that principle on a larger scale than ever before. Chinese contractors who visited the grounds while this building was being erected expressed the belief that any one of the four main buildings at the auto show is larger than any single building of bamboo construction previously erected in China.

The dancing pavilion is so arranged inside that all of the visitors to the place may have a full view of the immense hall all the time. The floor is arranged in tiers, built up from the dance floor level, thus making it possible for those who have tables near the wall to look out over the heads of those seated nearer the dance floor. On one side there is a stage for the orchestra and for the convenience of the numerous entertainers whom Chairman Friedman, of the Entertainment committee, has obtained for Show week.

At the rear of the stage is an immense sounding board, to keep the music down, and to make it possible for the singers and other entertainers to be heard throughout the hall, vast as it is. At one end of the pavilion is a kitchen, measuring 110 by 30 feet, and this serves as a workroom for the staff of more than 200 cooks, waiters and coolies which the Carlton management has employed to care for the wants of show visitors. The kitchen is fitted with ranges, dishwashing facilities, closets and culinary tools sufficient to serve 3,000 people at one time.

In its lighting effects the dancing pavilion is unique. On the under side of the sixteen great supporting trusses are rows of lights, a hundred in each row. Some of these are colored, which gives a softening effect to the scheme of illumination. Above these lights, placed at random among the hundreds of bamboo poles which brace the main trusses, are more than a thousand Japanese and Chinese lanterns, of all colors, sizes and shapes. The effect of these from a lighting standpoint can hardly be described. All the lights are so arranged that Frank Barron, leader of the Carlton orchestra, can turn them all off except the lanterns, thus giving a truly beautiful effect.

At the entrance to the dancing pavilion are big cloakrooms extending the full length of the building, with a staff of boys and amahs to care for the hats and wraps of the auto show guests.

The Shanghai automobile show had its inception last January, at which time Mr. Arthur West, the present manager of the enterprise, began to advocate the proposition among the dealers and distributors here. At first the motor car men were skeptical, although all admitted the value of such an exhibition. Finally, after he had had several talks with individual dealers and had "sold" them individually on the idea, Mr. West called a general meeting at the Palace hotel. This was on July 29.

At this meeting Mr. West explained his ideas in detail and after some discussion Mr. Honigsberg moved that a committee of six be appointed to join Mr. West in the formation of a general six be appointed to join Mr. West in the formation of a general committee, with Mr. West as general manager of the enterprise. This resolution was so worded that this committee of seven should have the power to increase its own membership at will. Accordingly, additional members were added from time to time, with the result that the work of organising the show finally devolved on the following men:

F. P. Bills, Hudford Motors.
M. W. Buck, China Mutual Trading Co., Ltd.
C. R. Burkill, A. R. Burkill and Sons.
G. W. Chandler, Dunlop Rubber Co., (China) Ltd.
Leon Friedman, China Motors, Ltd.
P. W. Giovannini, H. S. Honigsberg and Co., Inc.
A. H. Hallam, Vacuum Oil Co.
H. O. Hashagen, Standard Oil Co., of N. Y.
F. Wells Henderson, Inniss and Riddle (China) Ltd.
H. S. Honigsberg, H. S. Honigsberg and Co., Inc.
Joseph J. Keegan, Motor Insurance Loss Assessor.
S. C. Lee, Lee and Lee Garage, Ltd.
W. S. Leonard, U. S. Rubber Export Co., Ltd.
Ph. Osterberger, Grand Garage Francais.
S. W. Pratt, Shanghai Horse Bazaar and Motor Co., Ltd.
R. R. Roxburgh, John I. Thornycroft and Co., Ltd.
R. T. Ryton, the Auto Palace Co.

(Continued on Page 30)

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FRIEND MOTOR By Arthur West

AN INTERNAL combustion engine, or if you prefer it in terms a trifle less terrifying, a gasoline motor, is a factor of ever increasing importance in our civilisation. It is an influence that touches every life, from the puling infant to the doddering granddaddy. Indeed it is an influence that is both pre natal and posthumous, for the stork would be a much handicapped bird without the adjutantship of the motored friend of Friend Sawbones, and in this swift age the undertaker unequipped with a hurrihearse is in line for the ministrations of a professional associate.

Thanks to Friend Motor many a city dweller has learned that hayseeds do not have their natural habitat in rural whiskers. Conversely, it has taught the agricultural brothers that city flats and offices are something other than the lairs of dudes and sharpers who twirl bamboo walking sticks and with slick tongues impart a vanishing value to the gilt on gold bricks.

Friend Motor has made some of us poor and some of us rich and all of us Artful Dodgers. It has put roses in millions of cheeks and the roll in more than one bank roll. It has made chorus girls a more exacting luxury for bankers and for bandits it has introduced new wrinkles in technique. It is the instrument of both Dan Cupid and the devil, adding not alone to the preachor's cumshaw but to the things he can damn. It has made life swifter for all of us and the living of it pleasanter for most of us, while statistics show that many of us would be more or less delayed in passing to the next world were it not for the motored Molochs to bump us off of this one.

Therefore, considering the ever growing importance of the place it occupies in our lives and destinies it behooves us to inquire into this thing we call an internal combustion engine, or if you prefer it in simpler designation, a gasoline motor.

IT'S COMING PREORDAINED

Those who cling to the teleological theory despite the onslaughts of distinguished philosophers contend that Friend Motor occupies a preordained niche in the universal scheme of things and that its ordering was in response to the natural laws that whirl the planets in their orbits and send down the gentle rain alike for the just and the unjust. They do not believe its coming was an accident, any more than it is accidental that rhubarb sprouts in the spring whereas the genial pumpkin turns his rotund belly exclusively to the autumn sun, thereby perpetuating a taste for pie which otherwise would atrophy from lack of variety. The scoffers will reply that four-fifths of the human race do not eat pie, to which answer can be made that they are the submerged four-fifths and that to the pie eating fraction is assigned both the duty and the honor of holding aloft the torch of civilisation and pushing forward its expanding frontiers.

The history of transportation, which is closely linked with the history of human progress, reveals that the means always have been in accordance, not with the vagaries and ambitions of individual inventors, but with the needs of the whole human family. In other words no great invention has appeared before its time—before there was universal need for it. Thus when the transportation needs of man were simple the coolie's back was relatively as efficient as the modern motor truck, albeit with the advantage of quick convertibility into the ancient equivalent of the present day limousine. But man was created a curious animal; otherwise the whole human family would be huddled today in the valleys of the Tigris and the Euphrates. Being curious, it is not difficult to imagine that one of those original men became obsessed with the idea that mangoes and cocoanuts of finer flavor than the home product were to be found beyond the mountains that hemmed in his birth place, along with tribesmen endowed with a better breed of goats and fairer skinned womenfolk. These neighbors, he doubtless reasoned, were less skilfull than himself in defending their property—a prospect so alluring he simply couldn't resist the urge to investigate.

THE FIRST GREAT INVENTION

In all probability these were the antecedents of a crude but tremendously important idea, the idea of *moving*. If this revolutionary notion hadn't found lodgment in the mind of that Stone Age Edison the whole human race might have remained in its original valley, rich and helpless prey to a prehistoric equivalent of the Black Death or Spanish Flu that could have come along and swept away every member of it, thus depriving us of those important contributors to our existence, to wit, ancestors. From this it can be seen that we moderns deceive ourselves when we boast that ours is the age of really great inventions; a boast we vainly seek to substantiate by pointing to wireless telegraphy, the Roentgen ray and the like. How puny are any of these modern contrivances, or all of them put together for that matter, when contrasted with the achievement of the superlative genius who invented the moving van!

Curiosity having kindled a desire in the heart that lay under the tufted breast of the first nomad to discover what was doing beyond the Pliocenic range that frowned down on his birthplace it is easy to see that for him it was but a short step to the conclusion that he could facilitate the proposed journey to Cockaigne by rigging up some sort of contrivance that would make possible a transfer of the main physical difficulties of the migration to his ox, or horse, or dinotherium, or whatever happened to be the favorite beast of burden in that far off day. Hence the first moving van, doubtless very crude; perhaps only a drag—granddaddy of the drags on which we see the crippled automobiles of this advanced age hobbling to their repair shops—and yet a tangible beginning for mechanical transport.

This invention, coming at what simple folk not too heavily saturated with scientific theories insist was a preordained time in the universal scheme of things, prevented what might have turned out to be a fatal congestion in the original valley and at the same time gave to the population of that time a transportation instrument sufficient to its needs.

DIVINELY REGULATED

Mechanical transport from that day to this, in the humble estimation of those of us who have not lost our capacity for straight thinking and observation by wanderings in the devious wilderness of advanced philosophy, has been an evolution regulated by divine intelligence and developing from one stage to another as human needs necessitated. On no other theory can we account for the fact that immense stores of coal were deposited within the earth against the needs of men who were to come thousands, perhaps millions of years later, or for the circumstance that the invention of the steam engine was delayed through successive centuries of pagan civilisations until the coming of the race that was preordained to dominate the world and give the highest expression to the forms and possibilities of life. If the inventive brain of De Caus or James Watt had existed in the skull of a subject of any one of the Chinese emperors from Fu-hi down to the Mings all the continents and all the islands of the seven seas would be swarming today with tax gatherers from Peking—a world that did not come into existence for the simple reason that the steam which conjured visions from Celestial tea-kettles, as from the one in the kitchen of the Scotch carpenter, failed to caption them with ideographs that any of the teeming and successive millions could understand. And the reason they could not understand was because it was never intended that they should understand. The Great Intelligence had other plans for them, and fortunately, for us.

PETROLEUM ALSO

As this applies to coal and steam it applies also to petroleum. The oil fields as we know them today were in existence thousands of years ago, some of them right under the noses of human beings who never dreamed, any more than you or I did, or than John D. himself did twenty years ago, that the useless stuff would one day contribute mightily to the dissolution of a number of Gott's partnerships and force traction plutocrats to tremble for the safety of the water in their securities, or that it would send bold young Romeos to serenade with open cut-outs the austere young lady who pompadours her hair and lives in the moon, or insult a pompous old Ocean by using his vest front as a field on which to establish a new record for the broad jump.

Still, there's no occasion for those of us who were assigned by the accident of birth to this "marvelous" age to become unduly cocky, for who can doubt that the glass cases of museums a thousand years hence will contain specimens of the hurrying flivvers form which, to be perfectly fair to Mr. Ford, we of this day derive more efficiency than amusement; or that the relics parked in those railed off exhibition spaces will inspire emotions in the marvelling onlookers similar to our own emotions as we reflect upon the crudeness of the transportation instruments of the past, like the prairie schooners of hallowed memory that lumbered over the trails on which were

—mile posts marked by bones of pioneers.

Scientists inform us that forces of which we have only a rudimentary knowledge, as, for instance, atomic energy, will be harnessed in time and that with these agencies the moving of a mountain or the obliteration of the population of a continent within the time limit of an instant will be made possible. Here again the Great Purpose becomes visible, for it is possible to deduce, from the human body is a heat engine—the most intricate and complicated of all heat engines for the reason that it has a wider range of tasks to perform than any other engine ever devised. These diversified tasks cannot be altered to suit the qualifications of the body so the body had to be designed to fit them. That is why it is such a tremendously involved machine. But the body, like Friend Motor, is driven in the performance of all its physical functions by heat energy, this energy being derived from buckwheat cakes and the like in which heat energy pre-

ARTHUR WEST

Organiser and Manager of Shanghai's First Automobile Show

the job for all of us today, and from all indications will be on the job even more thoroughly and numerously tomorrow and for a good many tomorrows to come.

Structurally, as nearly everyone knows, Friend Motor is composed of one or more cylinders, four cylinders being the usual minimum in motor vehicles, and twelve the maximum. These cylinders are arranged perpendicularly and in a row, each cylinder being open at the lower end to admit the piston, which works up and down in the cylinder when the motor is running. Each cylinder viously had been stored by the sun, eating and digestion being merely processes for the extraction of this energy.

WORKS ON HEAT ENERGY

Friend Motor also operates on heat energy, derived, not from buckwheat cakes or nam an' eggs, but from gasoline. The heat was imparted by the sun to the gasoline when it was in the form of crude oil, the "imparting" process having extended over thousands, perhaps millions of years. It is as though Friend Sun had said to himself, centuries and centuries ago: "Some of these fine days the descendants of those creatures down there on the earth will be wanting some of my heat in concentrated form. I have already fixed up a lot of bulk heat for them in coal, so now I guess I'd better get busy and prepare some heat for them in liquid form, so they can use it in any desired amount, and store it away in the crust of the earth, so they will find it handy when they want it."

Friend Sun may not have figured it out in just that form, or acted on that precise principle, but the effect is the same. The crude oil was stored in the ground, so that when the Abbe d'Hautefeuille and Lenoir, the French man, invented the internal combustion engine, and Mr. Ford and Col. Vincent, of Detroit, and "Boss" Kettering, of Dayton, and others too numerous to mention improved it, it was up to Mr. Rockefeller and his bright young men to pump this crude oil out of the ground and extract the gasoline from it, which they did and are continuing to do. And because of the teamwork of these men and thousands of others no less industrious if somewhat less conspicuous Friend Motor is on

EXPLAINING FRIEND MOTOR

However, this is getting away from Friend Motor.

An internal combustion engine of the type used in automobiles, trucks, tractors, and the like, ad infinitum, like Jonathan Swift's diminishing fleas, is an internal combustion engine for the simple reason that its combustion is internal. In other words, because the fuel is burned in the engine itself, and not in a supplementary contrivance called a boiler. An ordinary railroad locomotive is an external combustion engine for the reason that the combustion of the fuel takes place in a compartment separate from the driving mechanism, or engine. Strictly speaking it is a misnomer to refer to Friend Locomotive as an "engine," since it is an engine and boiler combined, the engine being at the front end in a convenient location for actuating the drive wheels, and the boiler at the rear, handy to the fireman and his coal shovel.

A proper understanding of Friend Motor's underlying principles cannot be had until it is first understood that all engines are actuated by heat energy, and that engines differ in type because of their varying methods of using or applying heat energy. The culminating and murderous hatreds released when a lunatic's pistol flashed at Sarajevo, that human beings have not yet attained a degree of intelligence that would justify a vouchsafement of these greater energies. They are being held in reserve for an enlightened posterity which in all probability will know enough to use them for proper purposes, and not for tearing each other limb from limb.

in Friend Motor, regardless of the number of them, performs exactly the same functions, so in order to understand a motor it is not necessary to consider more than one cylinder.

"TWO CYCLE" EXPLAINED

Practically all the motors in the automobiles and trucks that we see on the streets are of the two cycle type. By that it is meant that the piston in each cylinder does four things over and over again, two revolutions, or "cycles," being required for the consummation of these four operations. A better understanding of these cycles can be had if they are designated as strokes, and since two strokes—a downward stroke and an upward stroke—constitute one cycle it can be seen that the series of operations performed repeatedly by each piston can be referred to as four strokes. They are:

The first downward, or *inlet* stroke.

The first upward, or *compression* stroke.

The second downward, or *power* stroke.

The second upward, or *exhaust* stroke.

Inlet, compression, power and exhaust—these are the four operations that take place in each cylinder, over and over again, when the motor is running. If there is more than one cylinder the series begins an instant later in the second cylinder of the firing order than in the first, and an instant later in the third than in the second, and so on. The more cylinders there are the more closely the series of operations follow each other in successive cylinders. If there were a hundred cylinders and the motor were revolving, or "turning over" a hundred times a second, the series would begin in the second cylinder just one hundredth of a second later than in the first, and so on throughout the whole number of cylinders.

At the beginning of the inlet stroke, the first one of the series, the piston is as far into the cylinder as it can get. In other words it is almost at the top of the cylinder. As the piston starts down on the inlet stroke the inlet valve opens and gasoline, in the form of a vapor consisting of one part of gasoline to about nineteen parts of air, is drawn into the cylinder through the inlet valve.

The downward movement of the piston creates more or less of a vacuum which draws or "sucks" this vapor into the cylinder.

THEN THE EXPLOSION

The instant the piston starts upward the inlet valve closes, so that the vapor is imprisoned within the cylinder. The piston, therefore, in its upward movement compresses or squeezes the vapor into the very narrow space between the top of the piston and the "ceiling," so to speak, of the cylinder. This is the "combustion chamber."

At the instant of highest compression; that is, when the piston has moved to the top of its stroke, the spark plug gets busy. Its function is to release a hot electric spark right in the midst of the highly compressed gasoline vapor. This is what causes the explosion. The little electric spark, "fat and hot," as the spark plug manufacturers tell us in their advertisements, ignites the inflammable gasoline vapor and instantly there is a tremendous commotion within the cylinder—a repetition, on a small scale, of what happens when a careless workman tosses a lighted cigarette butt into the business end of a dynamite factory.

With the explosion the gasoline vanishes. Its mission completed it disappears, leaving in its wake a residue of gases of very high temperature. If a thermometer could be placed in the cylinder at the instant of the explosion the mercury would climb in the tube to a reading of 2,700 degrees. From this it can be seen that the heat energy stored up by Friend Sun in the gasoline while it was in the form of crude oil was highly concentrated—not difficult to understand in view of the fact that Mother Nature is the most skilful of all alchemists and the further fact that Friend Sun, in six hours of shining, sends down to one square mile of the earth's surface an amount of heat equal to what could be artificially obtained by burning 2,600 tons of coal.

The heat energy derived from the gasoline explosion is Friend Motor's working medium. It is the meat he lives on. It warms the cockles of his heart and produces an effect on his dispostion similar to that achieved in a sportive young Broncho by digging the rowels of a Spanish spur into the tenderest section of his short ribs. Heat, as we learned from our chemistry text books in school, expands, and when 2,700 degrees of heat energy is suddenly confined in the small space of a motor cylinder it expands violently. It has but one thought, one overwhelming passion and that is—to go somewhere, to be on its way, to get out of that cramped and narrow confinement. Consequently it pushes and struggles in every direction and since there is nothing thereabouts that is movable except the piston, either the heat energy must be frustrated in its mad determination to go somewhere, or the piston must move. If the piston didn't move something would "go bust."

WHY THE CAR MOVES

So the piston moves. It moves downward on the third stroke of the series, commonly called the power stroke; moves not of its own sweet will but under violent and impetuous compulsion. Attached to the piston is the connecting rod and this, in turn, is fastened to the crankshaft. Thus it can be seen that when the piston moves downward the crankshaft revolves, just as the drive wheels of Friend Locomotive revolve when the steam propelled piston is forced against them. This movement is transmitted through those "transmission gears" that you have heard mentioned by James, the competant chauffeur, to the propeller shaft, and thence to the rear axle. Fastened securely to the rear axle are the rear wheels, so that when the rear axle turns they turn too, thus inducing Friend Automobile to proceed to the next objective; not, of course, until father or James has taken his accustomed place at the steering wheel and mother and the children have draped themselves rapturously over the yielding and seductive cushions.

With the power stroke completed the piston starts upward on the final movement of the series, the exhaust stroke. At the beginning of this stroke the exhaust valve at the top of the cylinder opens to permit the ejection of the dead gases resulting from the explosion, thus insuring a clean cylinder for the next incoming charge of fresh gasoline vapor.

Each of these movements takes place, in regular order, in each cylinder when the motor is running, regardless of the speed at which the motor is working. At very high motor speed there is but the minutest fraction of a second for each operation, but it takes place just the same. When these operations are taking place properly in the motor we say of it that it is "hitting" on all four, or all six, or eight or twelve or whatever number of cylinders it happens to have; and when they are not taking place properly we describe the motor as "missing."

PRIMARY FUNCTIONS

These are the four major operations—the main functions of Friend Motor. There are numerous additional functions but these are primary. The actions of all other parts of the motor contribute to the proper consummation of this quartet of main functions. Among these contributing parts and mechanisms, each one so important as to have inspired whole books about itself, to say nothing of innumerable articles in technical journals and lectures before engineering societies, and to have led brilliant men to devote the whole of their mature lives to its development and improvement, are:

The carburetor, which transforms gasoline from a liquid to a vapor form and sends a constant cloud of this vapor into an antechamber or compartment called the manifold, ready to be drawn into the cylinder.

The cam shaft, with its timing gears or chains and valve actuating mechanisms by which the valves are opened and closed at the proper instants.

The cooling means, or system, whether of water, as in some motors or air, as in others, which prevents the cylinders from becoming too hot under the tremendous heat generated by successive explosions.

The lubricating system, which provides a thin film of oil for all bearings and moving surfaces, including the whole of those parts of the inner cylinder walls with which the snugly fitting and rapidly moving piston comes in contact.

The electrical system, consisting either of magneto or generator and distributor for generating and distributing the electric spark which, in jumping the small gap between the terminals of the spark plug "fires" or explodes the gasoline vapor, and which, in the case of those motors equipped with generators, produces the electricity for storage in the battery, from which it later is drawn for ignition, lights, and for actuating the self starter.

MOTOR 250 YEARS OLD

These are the parts and main functions of Friend Motor as we know it today, representing a development of nearly two and a half centuries. Most of this development, as we all know, has been confined to the last two decades, as it was no longer ago than 1900 that the promoters of the first automobile show at Madison Square Garden, in New York, had an open space, or "ring" in the center of the arena in which the various manufacturers were privileged to demonstrate that their horseless carriages actually would run. The spectators at this first show were careful to choose seats in the balcomy, by way of making sure that none of the crazy contraptions in the arena, in a fit of contrariness, could run them down.

But there were developments long before 1900. The prototype of the modern gasoline motor was invented in 1678, by the Abbe d' Hautefeuille, who devised an engine actuated by gunpowder, the explosions of which drove a piston in a cylinder. Two years later Christian Huygens, a Dutch physicist, invented a similar gunpowder engine. Following these inventions, neither of which was practical, nothing much happened until a hundred and eleven years afterward, when John Barber, an Englishman, specified in a patent the use of a mixture of a hydrocarbon gas and air and its combustion in a vessel which he described as an "exploder." This was improved by John Street, also an Englishman, who was first to reduce the explosive mixture to vapor form. All these engines, however, failed to meet the expectations of their inventors. They contained too many defects, or "bugs," as they are called in modern motor factories.

FIRST PRACTICAL MOTOR

Sixty years ago Lenoir, a Frenchman, invented the first practical internal combustion engine, of the single cylinder, "double acting" type. Gas was drawn into the cylinder by piston suction, as in the modern motor, and exploded by a spark from a Ruhmkorff coil. The cylinder was water jacketed, the same as present day motors, and the engine ran smoothly and regularly. Four hundred of these motors were imported into England by the Reading Iron Works Company and for a time they gave good service. They were very wasteful in fuel, however, for the reason that the gas mixture was exploded without compression and because of this drawback they eventually went out of use.

Lenoir's motor accomplished a great purpose in that it stimulated interest in this form of power plant, with the result that one of his French contemporaries, an engineer named Beau de Rochas, patented a motor with the four distinct operations, inlet, compression, combustion and exhaust, which characterise the motors of today. While this engine was patented it never was built and for sixteen years the invention was unnoticed.

In the meantime two Germans, Otto and Langen, had been experimenting and in 1878 one of them, Dr. Otto, made practical use of the Beau de Rochas' idea by incorporating it in an actual engine—the first internal combustion engine to attain commercial importance. In this motor provision was made at the top of the piston stroke for a combustion chamber in which to compress the fuel mixture before igniting it. By this means he obtained a pressure, at the instant of the explosion, up to 150 pounds to the square inch, and a temperature of 1,500 degrees Centigrade, or 2,700 degrees Fahrenheit, the same as in present day motors. Dr. Otto's motor consumed only 915 liters of gas per horsepower per hour, as against 2,700 liters in the Lenoir engine.

The Otto engine, with hundreds of improvements and refinements in detail, is the motor of common use today. If this engineer could have foreseen the possibilities of his invention or had taken the precaution to add a first class press agent or advertising expert to his pay roll the motorcar as we know it might have gone chugging down through the ages as the Ottomobile. Tough luck to have missed

(Continued on Page 6)

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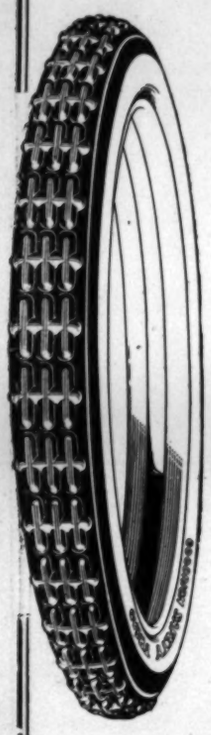

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FRIEND MOTOR By Arthur West

(Continued from Page 4)

immortality through the blunder of a vowel and the modesty of a consonant!

WHAT 'HORSEPOWER' MEANS

Mention of the term "horsepower," now one of the commonest words since Friend Motor added it to the universal vocabulary, recalls the interesting genesis of that familiar compound. The history of this word also furnishes proof of the statement frequently passed on by old and experienced inventors to youthful travelers on that devious and tortuous road to fame and fortune that it is one thing to originate and perfect an invention, but quite another matter to dispose of it profitably.

James Watt, who created the first practical steam engine, found this out for himself and if Watt hadn't been a salesman and advertising genius of the first magnitude, as well as an inventor and engineer, the development of the steam engine might have been delayed many years. For all we know there might not have been any successful steam engines yet.

The people of England with whom Watt came immediately in contact after he had developed his steam engine to the practical stage showed exactly the same interest in it that the people of Detroit evinced in Henry Ford's first flivver when it limped chokingly up and down Woodward avenue, gumming up traffic by frightening horses and causing the cops to scratch their heads in wonderment as to how a grown man could get that way, and whether it would be best to let him ramble or take him in and try to make out a case against him in police court the next morning. In like manner the British wags, surveying Watt's contrivance, poked their thumbs into each others' ribs and pointed knowingly at the inventor, at the same time speculating on what could have distracted the keepers long enough for him to get out.

WATT AND THE BONEHEADS

Watt took account of all this and saw at once that his labors as an inventor had been as nothing compared to what were to be his labors as a salesman and merchandiser if he hoped to overcome what an American college professor later described as the greatest of all resistances—the resistance of the human skull to the penetration of intelligence. Watt had designed his steam engine to perform useful work of the sort which then was being performed laborously and expensively by horses. He knew, therefore, that his great task was to make the people think of his engine in terms of horses, rather than in terms of teakettles, which is as far as the average Britisher of that day could get whenever he contemplated steam.

So Watt conceived the idea of comparing the power developed by his steam engine to a known force, thus to give the scoffers a stepping stone to an understanding of steam power. Accordingly, in a long series of tests, he ascertained that the average workhorse of the sort used to operate the mine pumps in England, selected for the purpose because it was to the mine owners that Watt first offered his engine for sale, could lift a weight of 150 pounds two and one half miles for ten hours a day. This, he computed, was equivalent to lifting 33,000 pounds one foot in one minute. Thus he established a unit of power that has been recognised ever since by engineers all over the world as a standard for measuring power production or energy consumption by various kinds of engines and machines.

Originally the term "horsepower" was intended to convey some idea of the working capacity of a horse but this significance has become more or less meaningless in late years because of the variability of the factors which enter into the computation of power developed by different types and sizes of motors. Various formulas, based arbitrarily on measurements rather than on actual performance, have been devised for determining the power output of motors, with the result that there is a great difference between actual horsepower, as determined by Watt, and specified horsepower as computed under one of the numerous formulas in general use, such as the A.L.A.M. rating; (Association of Licenced Automobile Manufacturers) The S. A. E. rating, (Society of Automobile Engineers) or the rating of the Automobile Club of Great Britain.

INFLUENCE OF RACING

The necessity for these arbitrary horsepower formulas grew out of automobile racing. Obviously, in a race between two automobiles of the same size and weight, but equipped with different sized motors, the car with the largest and most powerful motor would win. Hence the need for a definite method of classifying the entrants in the different events. At the time the A.L.A.M. rating was devised the best type of motors developed their greatest power when the pistons were traveling at approximately one thousand feet a minute, so that speed was made one of the constant factors in computing horsepower under that rating. This formula also assumed that the pressure against the pistons remains constant, so it became necessary, in computing horsepower under that formula, to use a constant pressure. This obviously is misleading insofar as actual horsepower is concerned for the reason that pressure is never the same in two motors. Even in motors turned out by the same workmen in the same shop, and identical in all dimensions, this element varies more or less.

These formulas are useful in racing in that they are the closest possible approach to an exact means, of limiting entrants in races to the use of power plants that are uniform in power possibilities. These ratings are the equivalent, in a way, of the weight handicapping system used in horse racing, to so restrict a horse of superior capacity, as shown by his records, that the other entrants in the race may have a fair chance against him. They are also useful in giving engineers an idea of the size and dimensions of motors. If you were to mention to one of these men that a certain motor he had never seen had fifty actual horsepower he would have no way of knowing whether it were a large or small motor; but if you were to give him the "A.L.A.M." or the "S.A.E." rating he could at once visualize the motor you were talking about.

BOON TO TAX GATHERERS

These ratings are also invaluable to tax levying officials in making up schedules for assessments against motor vehicles, in that they supply a basis for fixing the rates—so many taels, or dollars, for each horsepower under the selected rating. Fortunately, too, for tax paying motorists, the "rated" horsepower of the great majority of motors is less than the actual horsepower. But if actual horsepower were used as a basis for tax schedules each motor would have to be tested separately on a dynamometer, manifestly an endless job. Moreover such a system would give the less scrupulous motorists an opportunity to have their motors tested when they were full of dirt and carbon and otherwise at a low state of efficiency.

A dynamometer test of a gasoline motor is an interesting affair. It is a sort of mechanical prize fight, with the motor delivering all the punches and the dynamometer absorbing them and recuperating from them with such persistency and skill that the motor, seeing the futility of its effort, has to quit, completely whipped. It is a battle between two fighters trained in different schools, one in aggressiveness, the other in defense. In making the test the motor is hitched to the dynamometer, which, as its name implies, is a measuring dynamo. The motor is then started and as it turns the dynamometer turns with it. As the latter turns it develops electric current and this is absorbed by resistance coils. Attached to the coils are suitable instruments for measuring the electricity generated. Electrical horsepower is measured in watts—further honor to James Watt—one mechanical horsepower being equal to 746 watts of electric current. This unit is obtained by multiplying the amount of current as expressed in amperes by its pressure in volts. Thus if the voltage is 100 it will take 74.6 amperes of current to do the work equivalent to an electrical horsepower. In other words, 746 watts is equal to lifting 33,000 pounds one foot in one minute. It can be seen therefore, that if, at the peak of the motor's power creating effort the dials attached to the resistance coils show that enough electrical units to equal fifty horsepower are operating against them, the actual capacity of that motor is fifty horsepower—indisputable proof that it is capable of developing enough power to lift fifty times 33,000 pounds one foot in one minute.

MOTORS AND HORSES

Sometimes an unbelieving team owner, seeing an unfortunate motorist stalled on a slippery road, will chide him about the advertised allegation that automobile motors are supposed to have the power of forty or fifty horses, and yet require the services of two flesh and blood horses to get started again. This seeming absurdity is not due to any lack of the superior power of the motor, but rather to a lack of traction for the rear wheels. The motor sends back the forty or fifty horsepower of which it is capable but the wheels are unable to make use of that power because of the lack of something to grip, or cling to. Once out of his predicament the motorist is in position to remind the doubting team owner that an automobile weighs, when loaded, two tons or more, and that the compact little worker under the hood of his car is capable of hurling that weight through space at a sustained speed of a mile a minute or more. He could perhaps help the boastful scoffer to understand the term "fifty horsepower" by suggesting to him that he hitch his team to a two ton weight on a good road and then coax the flesh and blood horses to an approximation of that speed for, say, the very moderate time period of five minutes.

It has been more than a hundred years since James Watt was compelled to work out his simple horsepower formula as a necessary first step in his great task of inducing people to accept the wonderful boon he offered them in the steam engine. And yet, despite the ridicule that has been heaped upon those unbelievers and despite the unenviable references to them in every school history, it still is difficult for intelligence to percolate through the human cranium, as was proven as recently as eight years ago in an experience of C. F. Kettering, inventor of the first practical electric self starter for automobile engines and the creator of many other improvements, chiefly in connection with electrical equipment. Mr. Kettering's contributions to motor development and improvement have been so numerous and useful that he is known as the Edison of the industry.

A LETTER WITH A 'KICK'

In 1912, after he had perfected the electric self starter, Kettering wrote to the president of one the largest storage battery manufacturers in America, informing him that he had developed an electric self starter and placing an order for a number of that manufacturer's batteries. This letter was ignored and in due time the inventor wrote again, and was again ignored. Finally, in response to the third letter, the battery manufacturer made condescending reply, informing Mr. Kettering that he had only wasted his time in trying to create an electric starter; that able engineers had worked on the problem and had finally given it up an impossible of solution. In a kindly, fatherly spirit he advised the inventor to devote his time and energies to more practical uses.

When Mr. Kettering's disgust had subsided he conceived another idea, as unique, in a way, as the idea of an electric starter. This idea he at once submitted to his financial backer, who approved it, with the result that a few days later the battery manufacturer, along with his general manager, chief engineer and sales manager arrived in Dayton, O., Mr. Kettering's home town, each of them as interested as a terrier at a rat hole.

Mr. Kettering's idea had taken the form of a letter, addressed to the battery manufacturer, and substantially as follows:

Dear Sir:—Your letter received and contents noted. In reply, please find our check, which you will note is certified, for one million dollars. Please send immediately the batteries we ordered and credit the balance to our account for future orders.

In the year following this episode that battery manufacturer sold more batteries to Mr. Kettering than he had sold to all his customers in the previous 25 years of his manufacturing history.

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SEE IT AT THE SHOW—A few minutes spent in inspecting this practical pleasure car will do much to win your good opinion. Maxwell is a high-grade car at a low price—not a cheap car. Every part is constructed with utmost care and embodies the experience of many years of motor building.

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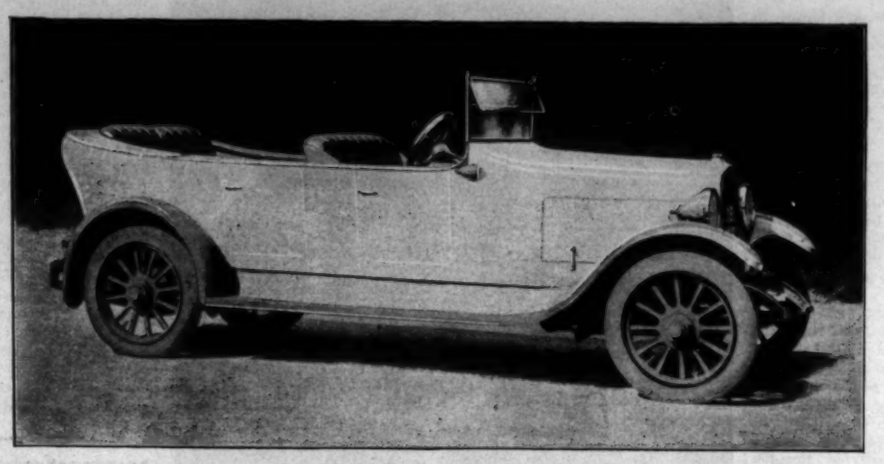

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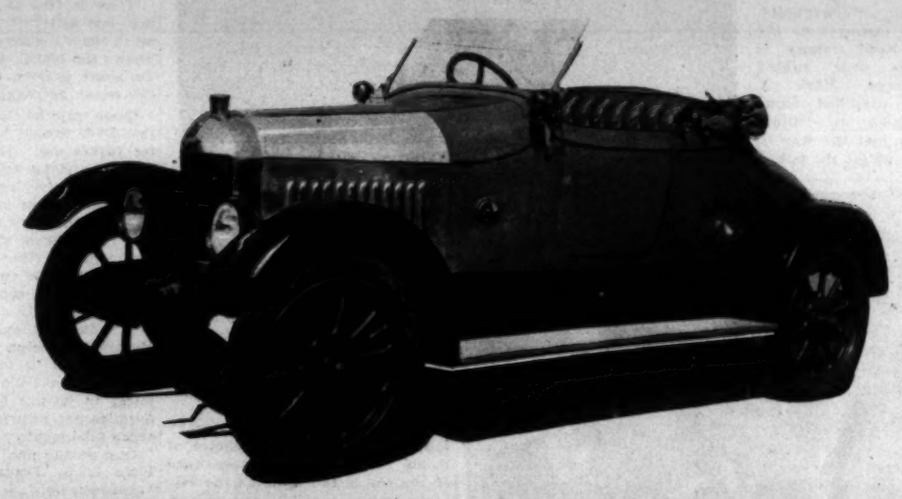

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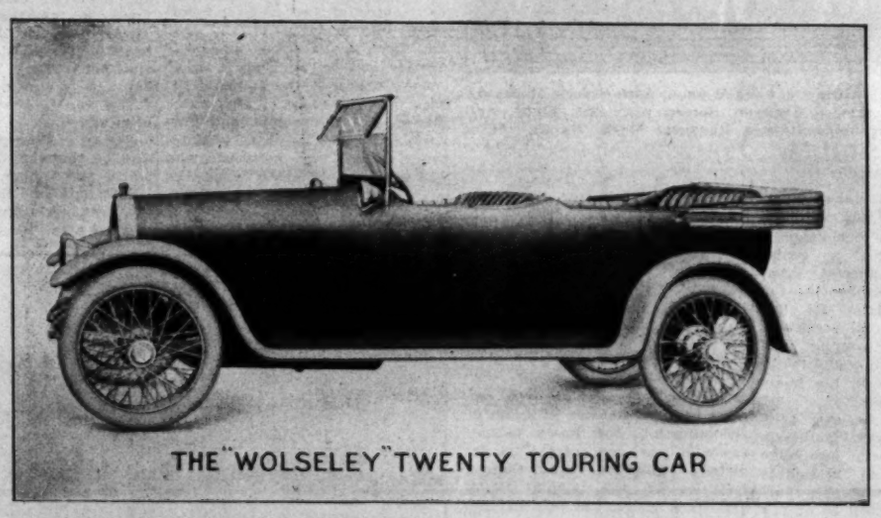

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A Real and Striking Advance in Car Design

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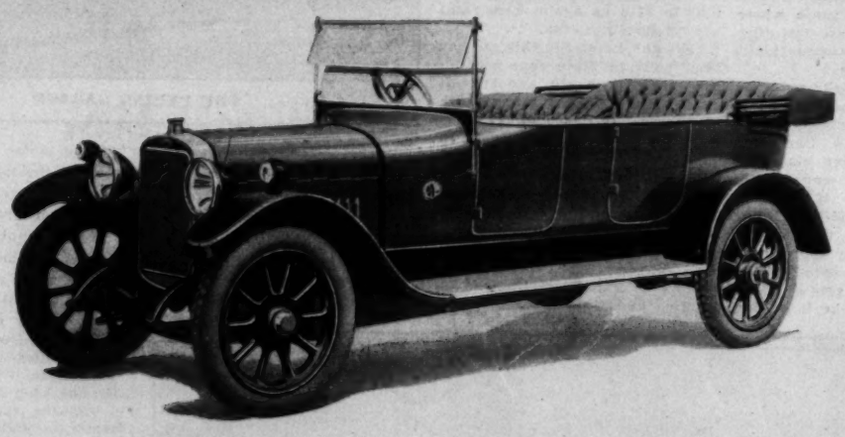
"WOLSELEY" TEN "WOLSELEY" FIFTEEN
"WOLSELEY" TWENTY



The "SUNBEAM" Cars

1921 16 H.P. and 24 H.P. **1921**

The universal approval with which the 1921 models have been received warrants the belief that they meet all requirements. The chassis designs which met with such success last year have been more or less closely adhered to. Alterations have been made in the coachwork with the view of giving even greater comfort, and are the result of much careful thought.

TOURING CARS, SEMI-SPORTING CARS, LIMOUSINE LANDAULETTES, SALOONS

We shall also be happy to supply information regarding Angus-Sanderson, Armstrong-Siddeley and Auto-Carrier Cars

THE CENTRAL GARAGE COMPANY

9, Hongkong Road Tel. Cent. 6003

PALMER

(ORIGINATORS OF THE THREE-RIB TREAD)

CORD TYRES

The strength of a tyre depends upon its foundation. Palmers are scientifically built on a rubber insulated cord foundation insuring longer life, greater resiliency, absence of chafing, coolness, service.

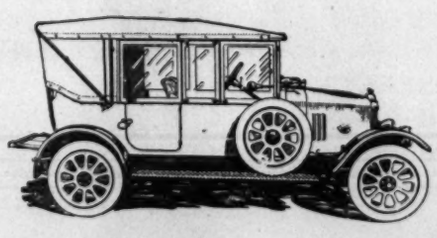
THE SHANGHAI HORSE BAZAAR AND MOTOR Co., Ltd.

Bubbling Well Road **Phone W. 1641-2-3**

The All STANDARD British

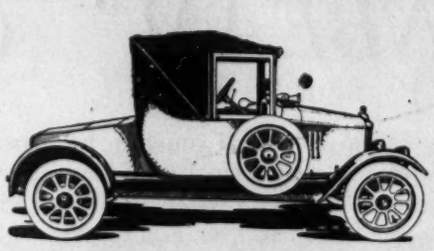
Standard

LIGHT CARS



Especially Designed for the Owner-Driver

Send us your name and address for particulars



THE Standard is the only Light Car for all-the-year-round work.

By means of the "Standard" Patent Hood and Curtains, which are provided at inclusive price, it can be transformed in a moment into an entirely closed and snug vehicle, giving complete protection from the most inclement weather.

THE STANDARD MOTOR CO., LTD.
COVENTRY — ENGLAND

Exhibits on view at Shanghai Automobile Show Stands Nos. 68—76

Agents

CHINA MOTORS LTD.

125 Bubbling Well Road, Shanghai

H. S. HONIGSBERG & CO.

Forerunner Of Motor Activity In Shanghai

The sign Honigsberg was the first one hung out on auto row. As others appeared this one continued in the foreground, by expansion in full step with growth of the industry, and is at the present time a brilliant factor in motordom, as well as one of the most prominent figures at the show.

The personal equation is a big factor at Honigsberg's. One cannot step into the establishment without sensing the spirit of good fellowship which permeates it, and which all recognise to be a powerful factor in management. Efficient to the highest notch, each member of the force hurrys in and out of the big plant with a whirl of prosperity and activity.

Mr. Honigsberg, familiarly known as Syl, stands at the head of the staff, directing its activites with characteristic pep and originality. He possesses stock of the rarest thing in the world, ideas, and these he puts to work in new departures of motor development and service. Besides presiding over the local institution, Mr. Honigsberg manages large garages and service stations in Tientsin and Peking, ably assisted in the latter by H. L. and Ed. Ricks.

"Smiling Phil" Giovannini, as enterprising manager of the Bubbling Well Road Garage is directing genius over rubber sales and garage. Mark A. Hanna, whose dignified name is trimmed down to "Slim" for short, knows just the way to open the switch and let the public

H. S. HONIGSBERG, MANAGING DIRECTOR

Top row (left to right): Ford Watson, Asst. Service Manager, Louis Ferroggiaro, Service Manager. Bottom row: Sol Libby, Accountant; Phil Giovannini, Garage Manager; Mark Hanna, Auto Salesman.

listen in on motor news, to its advantage, guiding, as he does. the publicity end of the game.

Louis Ferriogrario, a genial, accommodating, wonderful mechanic, expert body builder has full charge of the Medhurst Rd. Service Station and all service is handled there with popular Fred Watson, as assistant, complete the cast of characters in the lively drama of motordom.

And then comes the ever smiling Howard L. Ricks, familiarly known as "Doc," who has come down from Peking Branch to renew old acquaintanceship during the Show. He will be on the job to shake hands with all of his old friends.

Sol Libby, chief accountant, does mental calisthenics with the cost accounting game, whereby prices and chits are scientifically figured and quotations justly and accurately made.

The big establishment on Bubbling Well Road has three surpassing car representations, Cadillac, Buick and Chevrolet, these names heading classifications into which many other cars naturally fall. If a car is said to be in the Cadillac, Buick or Chevrolet class, respectively, it is as easy to appraise as though lengthy specifications were at hand. One gets in either of these cars, what he is willing to pay for, each being amply worth more than it costs.

The new Buick Four is decidedly the headliner at Honigsberg's as well as a foremost model at the auto show. Motorists span memory happily to think of nineteen fifteen when prominent on the highway was the smart little Buick Roadster and touring car. As a part of the war program of specialisation, the Buick factory saw fit to concentrate its depleted, pleasure car, factory facilities on the popular Buick Six, since which time an anxious clientele has awaited the time when the snappy four would again be put on the market. That time has now come an the favored four is with us again, here right now in distant China.

Like the Buick Six this car has been built to fill a real need in the motoring world and it will do its share toward maintaining Buick prestige. The new four is a Buick in every respect, in mechanical excellence, in beauty of design, and in owner satisfaction. The car is new only in the sense that it is fresh on the market. In test and experiment it has been tried in all parts of the country and primed to various climatic conditions. In gasoline and tire mileage, riding comfort and ease of control, it is distinctly a Buick.

The new four can be considered as the latest member of a remarkable lineage of valve-in-head motors. A new device for uniform heat control appears and is a great improvement. It is no doubt in some measure responsible for the excellent performance of the engine on test and experiment.

Tyre size is thirty one by four, straight side cord, choice of make. The general appearance of the car is the same as the six, the same proportion and design having been maintained throughout.

While the new Four occupies the center of the stage temporarily like a favorite child who has been away from the family fireside and is returned, it in no sense deposes the splendid Six with proud owners. The Buick Six is, in achievement and purpose, in a class by itself. Moreover, there are motorists who will continue to insist upon the purr of a six and the weight and luxury which only the larger car can give. For such, the factory will continue to make, with increasing skill and pride, the six cylinder, perfectly equipped motor car.

Cadillac is an immortal eight. Others have tried to copy it, but failing, have returned to four or six. Cadillac has succeeded in cornering the eight which in the "Cad" is here to stay. Cadillac class is at top round of the ladder in achievement, gentility and elegance. The best is no better.

Cadillac purrs to the motorist. The best reason for buying me is that you are you and I am I. I am what I am because my parts are what they are, I carry my own good roads with me.

The building of more than four hundred Chevrolet bodies a day is an exceptionally brilliant manufacturing process. In less than six years Chevrolet factories have grown from only two cars a week to a yearly production of one hundred twenty five thousand cars. In all the countries of the world the Chevrolet supplies the need for a comfortable car, dependable for general purpose of trade and pleasure, at a small cost. The snappy motor, of the overhead valve type is too well known to need comment. It clips over the road at speed limit pace, quick on the pick up and smooth and steady on long runs.

Time And Transportation

Time is free to all and is a priceless gift. It is awarded to all in the same manner, yet no one knows the length of his allotment. To waste it is to lose that which can never be regained.

Time can be spent, but never saved—it cannot be stored away for future use. It must be consumed in some way. It passes in spite of everything. Only in the fuller and more profitable investment of Time can we gain or lose. The return from the profitable investment of Time comes in the way of a greater remuneration and in the joy and satisfaction of doing things worth while.

It follows, then, that our problem is in using our Time for greater gain to ourselves and to our associates. We must be economical in its use and make the minutes pay returns in the way of accomplishment.

One of the greatest wastes of Time is in Transportation, and Transportation is an absolute essential to business and to life itself.

In the past years of discovery and invention mankind has developed a remarkable system of Transportation thought of in terms of steam, steel, rails, water and electricity. This equipment has and is now serving well, but a new and tremendous factor has been added.

Today, Transportation must also be thought of in terms of petrol and rubber tires!

Not only has this new channel of Transportation relieved the clogged arteries of the railroads, but the motor car industry has afforded the individual in private life a more profitable and productive use of Time.

The automobile makes it possible for the business and professional man to get about his duties quickly. To the farmer, the automobile gives the country home with all its freedom and joy; yet he is unaffected by its remoteness. The distance from the farm to the city has been reduced from miles to minutes, thereby enabling the farmer to quickly market his crops and spend his time more productively. So we might go on with other lines of human endeavor, for there is no class or individual who does not directly benefit through the use of the automobile

The automotive industry is an important factor in handling the Transportation problem of business, and at the same time it is rendering that big service of bringing Transportation facilities close to the individual in serving him and his family. Transportation provides a fuller, wiser use of Time—affording a greater return to the individual investor.

You can well feel proud of your business and of the service which your products are rendering. It is through you and your business that the people in your territory are benefiting by losing less Time and by spending Time more wisely and profitably.

THE PEKING GARAGE

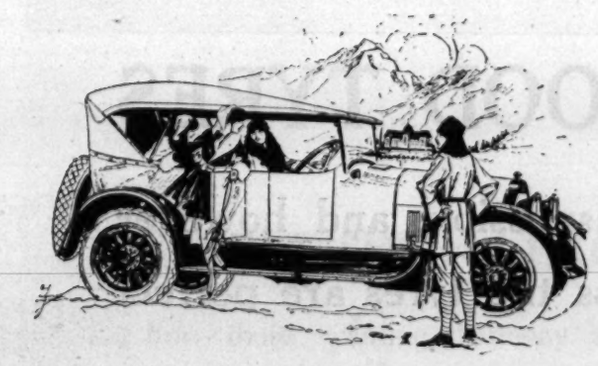
GARAGE AND OFFICE, BUBBLING WELL ROAD

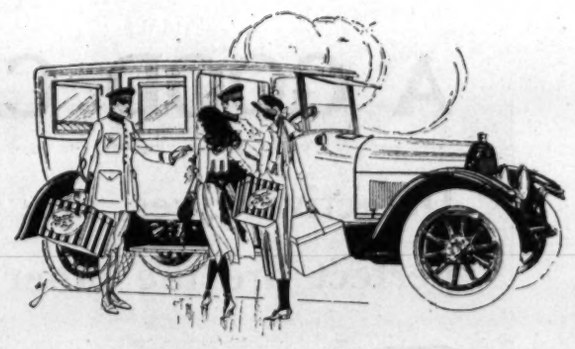
CADILLAC

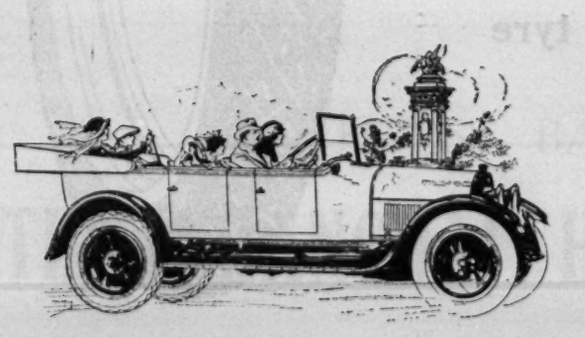
STANDARD OF THE WORLD

THERE IS ONLY ONE CADILLAC

And, for most excellent reasons, there can be only one. The Cadillac did not spring, full-fledged, into the possession of its beautiful readiness, and ease, and reliability. The qualities which distinguish the Cadillac—steadily and progressively developed by a skilled group of engineers, designers and craftsmen—have been nineteen years in the making. Through these earnest, painstaking yesterdays, this corps of master-workmen has brought the Cadillac to the world-wide precedence which it enjoys to-day. Everyone feels in the Cadillac a definite, superior something which few are able to express in words. The definite something is the well-rounded completion and co-ordination which can only come when trained minds work together through years of devotion and development. At the back of the Cadillac which you buy to-day, are more than 120,000 of the same right-cylinder type. The deep-seated satisfaction which you feel, the economy, the ease and certainty which you enjoy, all flow out of the experience gained in the development of this type. There is only one Cadillac and there can be only one.







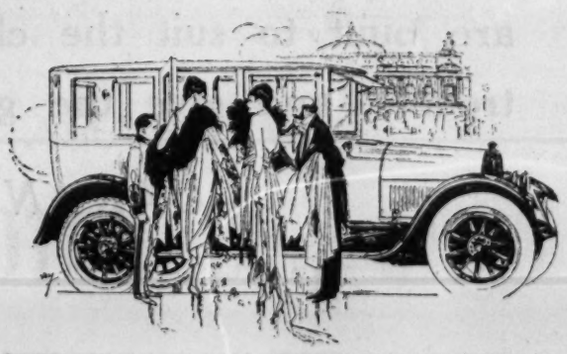
Talk to us about the Cadillac at

OUR STANDS AT THE SHOW

H. S. HONIGSBERG & Co., Inc.

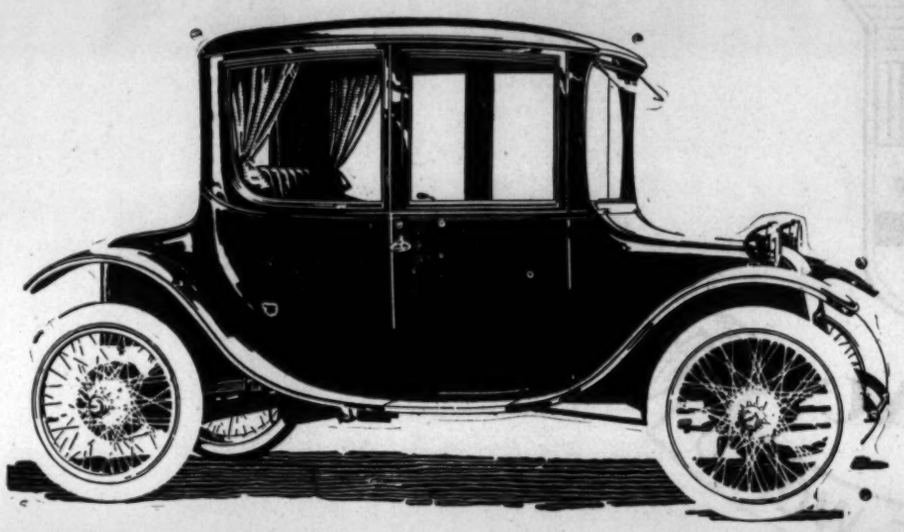
40, Bubbling Well Road

PEKING SHANGHAI TIENTSIN



Milburn

Light Electric



The car specially adapted to Shanghai's motoring requirements, meeting every demand of both social and business life dependably and economically, and with a dignity and style which makes its possession a source of pardonable pride.

Andersen, Meyer & Co., Ltd.

You are cordially invited to our presentation of the Model 27-L Milburn Coupe at Shanghai's First Automobile Show.

GRAND GARAGE FRANCAIS

RENCH MODELS extend to cover something else beside fashions in hats and gowns. French lines in cars cannot be copied. In artistic achievement and characteristic design they are unique. If a thing is "French" it is original, exclusive, carefully made and well guaranteed.

Andre Citroen is the best example of mass production in French motordom. The factory in Paris covers over forty acres and is served by special sidings of the French State Railways. The Citroen is a familiar car on the streets of Shanghai and environs. Large scale production and closely figured selling costs make it possible to deliver it here at surprisingly low figure.

Regardless of the fact that it is high class in every respect, and that its good will places it high up on the scale of owner prestige, it is, nevertheless, one of the lowest price three speed cars on the market.

Manager Osterberger, regrets the fact that the new Citroen did not arrive in time for display at the show, but announces that it will be here very soon. Quite marked changes of line have been made in the bonnet, whereby the new car takes on the deep stream line, sedan appearance of the highest class cars.

Citroen has the big advantage of small size wheels, about twenty-eight by three and a half, disks, carrying smaller tires than the Ford, and thereby offering big economy in cost and maintenance. On gas, it makes better than thirty miles to the gallon, which fact alone forces it on the attention of prospective purchasers, considering the high price of gasoline.

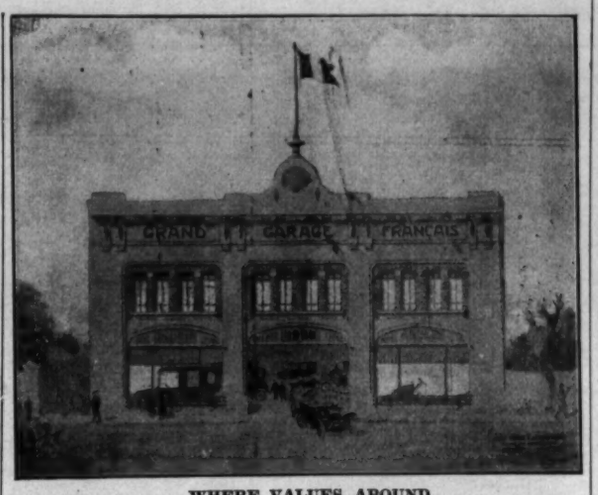
Manager Osterberger is displaying at the Auto Show the chassis de Luxe of De Dion Bouton, characterised by extreme simplicity of construction, featuring full cantilever springs, full floating rear axle, latest improved differential, clutch and motor.

Delage is the French car triumphant, the one car made with front wheel brakes. It comes in either four or six cylinder. The latter recently accomplished a record tour of France, more than three thousand miles, in six consecutive days, an average daily run of fifteen hours, with the same driver throughout. In spite of one hundred miles of shockingly bad roads, the crossing of the Alps and of the Jura, and the fearful roads of the war front, the trip was completed with only incidental punctures and slight repairs.

The fifteen horsepower Delage Four Cylinder, fast, flexible, silent, is due at the Grand Garage Francais by next European freight. The little four has all the qualities of the famous six, low gas consumption, rapid acceleration, and perfect balance. It is provided with four speeds ahead, with gate change.

Along with exclusive French car models, the Grand shows full assortment of Michelin Tires, fabric and cord, straight side and clincher, sizes ranging from economical Citroen dimensions to immense creations sufficient to support the heaviest truck and cargo.

Mr. Osterberger does not specialise in used cars, but takes them in on allowance for purchase of new cars. By this process he now has on the floor a variety of wanted makes, all overhauled, in guaranteed condition and to be sold on close margin.



WHERE VALUES ABOUND

WATCH YOUR SPARK LEVER

The spark lever is for controlling the ignition timer or breaker which causes quick impulses of high-tension current to pass through insulated wires to the spark plugs. When the spark lever is retarded the timer is in a position where the contact points separate and send current to the plugs just at or a little past the beginning of the power stroke of each piston. When spark lever is advanced the timer moves to a corresponding position, creating impulses before each piston reaches the beginning of power stroke, when the engine develops more power and speed.

Select Truck Tires With Care

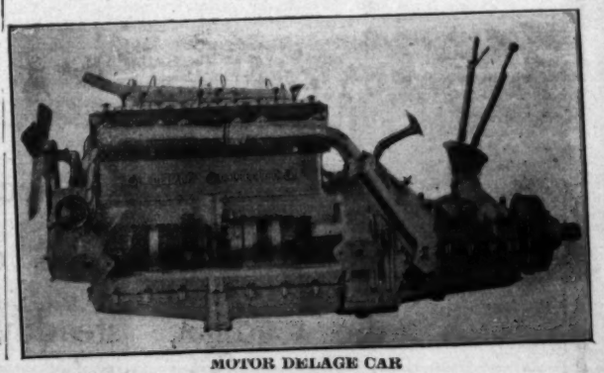
Truck users are coming to realise that tires have a very important part in successful truck operation and that the tires are a separate problem from the truck itself.

It has been hard to get sound advice regarding tires. It has not always been easy for a tire manufacturer to advise the use of some kind of equipment which he did not himself manufacture.

Take, for instance, the subject of pneumatic truck tires. The advice regarding the use of these tires has been both confusing and incorrect in nearly all cases. Many a truck owner has learned by expensive experience that the pneumatic has a clearly prescribed field, and that the use of pneumatics outside this field means the waste of money.

As much money is wasted today on wrong tires as on poor ones. Some truck owners wonder why their tire bills are so high while others' are moderate. The answer is to be found in many cases in the fact that the wrong type or the wrong size of tire has been selected.

In the interest of greater economy the United States Tire Company has established a technical service department, made up of tire engineers, which will give impartial, disinterested advice to everybody engaged in trück operation. A full statement of any tire problem from any truck operator in the world will bring a detailed reply from the department, giving the latest scientific information on the points involved.



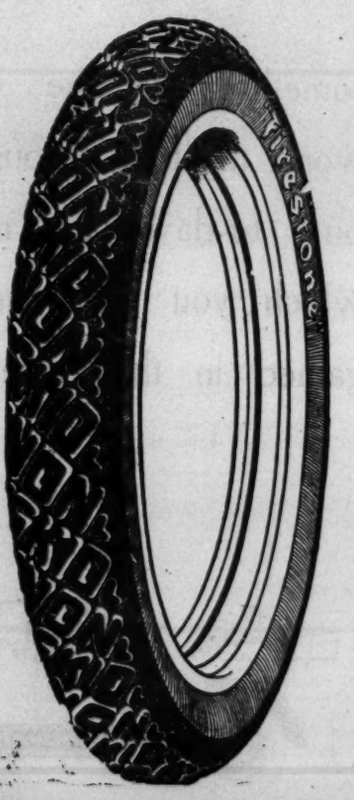
MOTOR DELAGE CAR

A GOOD CAR IS USELESS WITHOUT GOOD TYRES

Defective tyres are the weak link in the chain of transmission, and however perfect are the other links, their perfection is wasted unless the tyres are perfect

Firestone

NON-SKID TYRES



are built to suit the climate, afford unusual freedom from tyre trouble, and give the greatest riding comfort.

GUARANTEED FOR 5,000 MILES

THE CENTRAL GARAGE CO.

9 Hongkong Road STANDS No. 40-51 Telephone Central 6006

Studebaker

LIMOUSINES

"SPECIAL-SIX" LIMOUSINE

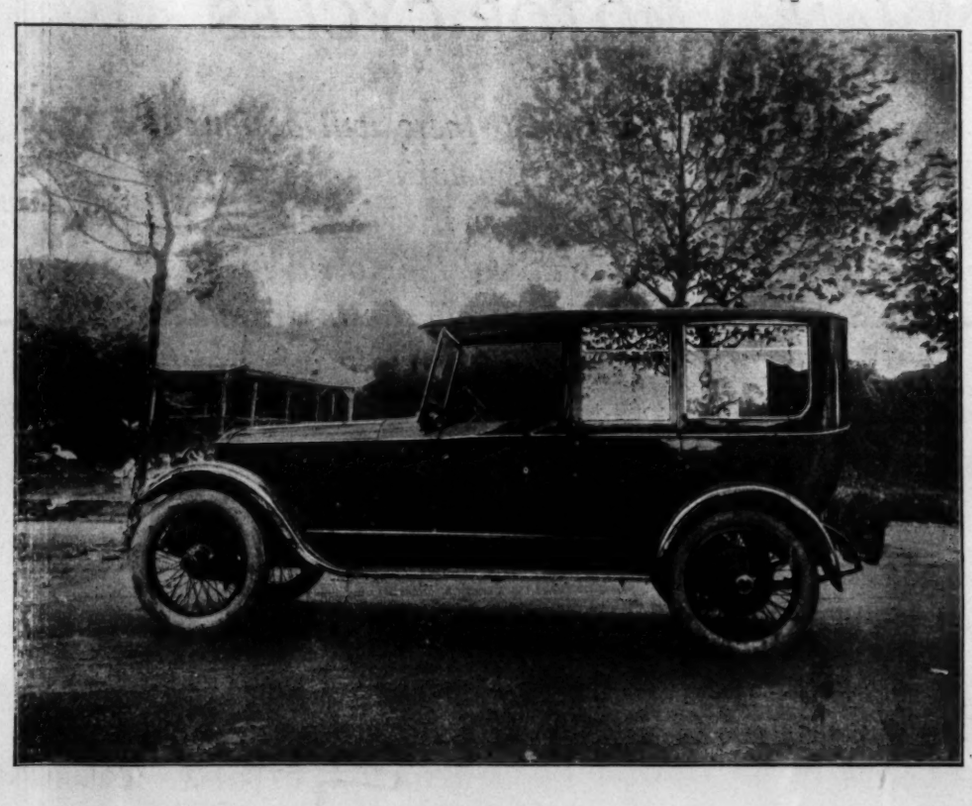
A medium-priced family car with same quality and finish as the "Big-Six de Luxe."

BEAUTIFUL IN DESIGN, THOROUGHLY MODERN, MECHANICALLY RIGHT, ECONOMICAL IN OPERATION AND UPKEEP.

"BIG-SIX" LIMOUSINE

For those wanting harmony and grace, extraordinary roominess and convenience, with the added advantage of weather defiance. The quality and finish may be equalled by a few cars but excelled by none.

LIGHT—SPECIAL—AND BIG—SIX TOURING CARS, LIMOUSINES AND ROASTERS.

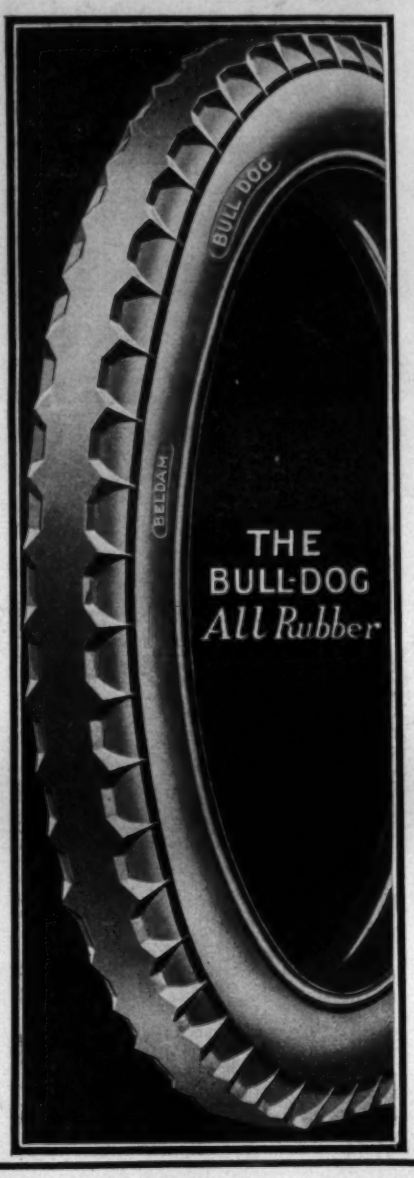


ALL HORSE BAZAAR BODIES ARE BUILT OF ALUMINIUM.

THE SHANGHAI HORSE BAZAAR AND MOTOR CO., LTD.

36, BUBBLING WELL ROAD **PHONES WEST 1641-2-3**

The BELDAM TYRE Co. (1920) Ltd.
BRENTFORD, ENGLAND



supply their tyres under contract to The British War Office, Admiralty, Airboard, General Post Office, India Office, and to Crown Agents of the Colonies, because

BELDAM
TYRES

made of the finest rubber and materials by expert English workmen, have proved, in every part of the world, to give

LOWEST COST PER MILE.

It will pay you to fit Beldam Tyres.

Sole Agent in North China:

North China Produce and Import Co.

39A Canton Road Tel. Central 2668

Automobile Show Stand No. 27

Beldam Tyres are obtainable from
China Motors' Star and Eastern Garage, Hudford Motors,
The Shanghai Service Co., Shanghai Automobile Co.,
and other leading Garages.

"INDIAN" MOTOR-CYCLES

Wherever civilization has penetrated there will be found the INDIAN MOTOCYCLE, satisfactorily meeting the travel requirements of every clime. Everywhere, from the frozen fastnesses of the Arctic to the torrid jungles of the Tropics, men have safely and effectively travelled on INDIAN MOTOCYCLES. Every highway, street, road, and pathway is a trail followed by satisfied riders on their INDIAN MOTOCYCLES.

Inspection is invited at our Exhibit at the Automobile Show at Stands Nos. 68, 69, 70, 71, 72, 73, 74, 75 and 76.

Max Friedman

SALES MANAGER

CHINA MOTORS, LTD.
operating
THE STAR GARAGE and THE FAR EASTERN CARAGE
SHANGHAI
and
YIH CHONG GARAGE, PEKING
Hankow Agents
THE FRENCH GARAGE
Main Office and Showroom:
125 Bubbling Well Road, Shanghai.

Modern Motor Car Factory A Marvel Of Scientific Production Methods

The Cadillac Motor Company, which is the oldest automobile manufacturer in Detroit, America's automotive center, is now the world's largest producer of quality motor cars. Its product is known the world around as a car of the finest quality, and its standing among cars of the world is very high.

The Company has grown from modest beginnings to its present capitalisation of $20,000,000. During its life it has produced more than 170,000 cars, of which more than 90,000 were eight cylinder cars. The value of the output is something above $400,000,000, and the value of the eight cylinder cars production more than $260,000,000.

The new plant, which includes specialised shops for very stage of the manufacture of the Cadillac, cover 2,100,000 square feet (193,200 square meters) and is equipped with the most modern and exact machinery. As is well known, the Cadillac Motor Company was the first motor car manufacturer to adopt the Johansson Gauge System. These gauges are accurate to the one-hundred-thousandth part of an inch, and are used to check up the snap, plug and other gauges which are used in testing and proving dimensions of all important parts.

In the manufacturing processes more than 3,400 machines are employed, with 60,000 special tools, dies, jigs, etc., and more than half a million commercial tools.

It is interesting to learn that on the parts of the Type 59 Cadillac there are more than 1,000 mechanical operations which are accurate to the one-thousandth part of an inch, while there are 300 operations which are accurate to the one-half-thousandth part of an inch. This extreme care in manufacturing is one of the reasons for the Cadillac's slogan "Standard of the World," and explains the winning of the Dewar trophy, when cars were taken down, side by side, their parts interchanged, and assembled without any loss in engine efficiency or power.

Motor enthusiasts remembered that this car was the first to employ an electrical system of cranking and lighting, and to develop and inaugurate the thermostatic control of circulating the cooling medium in the egnine. These features have been adopted in most modern cars as essentials for the present day market.

It is a matter of pride with the Cadillac Company that it has always maintained a high morale and esprit de corps among its employees. This spirit is the result of judicious treatment of employees and rational administration. There are in the organisation fifty-two superintendents, department managers and foremen who have been continuously associated with the Company for more than ten years, many of them fifteen years or more, and 143 whose length of service is between five years and ten.

Probably the loyalty of the Cadillac employees is responsible for the success of the car to a larger extent than any other factor. Industrial leaders in other enterprises might do well to emulate this Company. Contented employees have made an efficient factory, and the result is a thoroughly efficient product.

PICTURES TELL OF AUTOS

The motion picture course of instruction on the elements of the automobile, now used in schools, colleges and universities, contains thirty-five sets in twelve reels each. The film, which took a year to produce, is nearly 400,000 feet in legth.

THE
"SPIRIT"
OF
MILEAGE
AND
POWER

SHELL

THE

ASIATIC PETROLEUM CO.

(NORTH CHINA), LTD.

No. 1, The Bund

Super-Fiat Is Masterpiece

In their new model designated the Super-Fiat, the engineers of the leading Italian motor car company have produced a car which can claim to be the mechanical masterpiece of the year. This new model will not interfere in any way with the three standard types already on the market, for it is a luxury car embodying twenty years' experience, intended to surpass the ideals of even the most exacting, and to be produced in limited quantities.

The car possesses an unusually powerful and flexible engine, which enables practically all driving to be done on top gear, and gives remarkably rapid acceleration. The engine has twelve cylinders in two groups of six, with a bore and stroke of 85 by 110 mm. Without any loss of accessibility all the working parts and accessory organs have been enclosed, giving that clean artistic appearance for which Italian motor cars are famous. The valves are mounted in the detachable cylinder head, and are operated by a camshaft in the base chamber, with enclosed pushrods and rocker arms.

There is a single carbureter for the twelve cylinders, mounted in the angle formed by the two blocks, and having an intake manifold cast with the water outlet pipe, thus assuring a uniform heating of the mixture on its way to the ports. The petrol tank is under pressure at the rear, the initial pressure being obtained by an air pump automatically put into operation by the electric starting motor.

The water pump and the electric generator are in the angle formed by the cylinder blocks, but are completely hidden from view by a detachable aluminium cover. Water circulation is by means of a pump, with thermostatic control. Ignition is assured by a generator-battery system of Fiat's own construction, with the two high tension distributors driven off a cross shaft at the front. The ignition wires immediately pass inside the over head valve housing, only very short lengths being visible. Lubrication is under pressure, by means of a pump in the lower portion of the base chamber. The correct level of oil is always maintained from a reserve tank in the engine casting, and in addition to an oil pressure gauge there is an oil level indicator. The method of mounting the accumulators is unusual, these being carried in a special compartment cast with the aluminium dash.

The clutch and gearbox form a unit bolted up to the engine base chamber. A single plate clutch with Ferodo facing allows the drive to be taken up in a perfectly progressive manner. By reason of the power and flexibility of the engine, only three speeds ahead are required. A distinctive feature of th gearbox is the use of a special mechanism rendering the second gear as silent as direct: the most critical observer cannot tell by sound whether the car is running on a direct or an indirect gear.

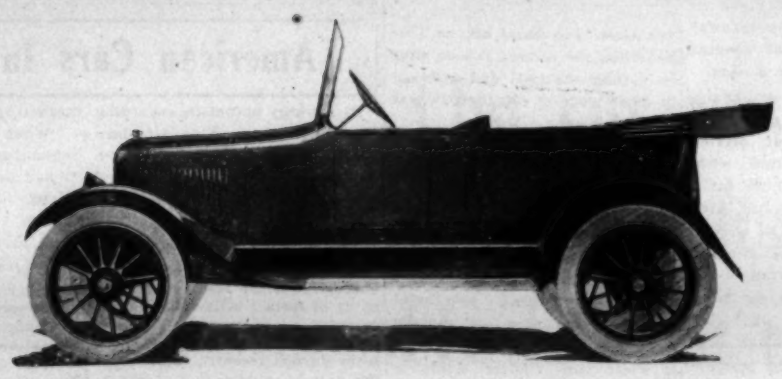
In general design the rear axle is like that of otner Fiat models, being composed of two pressed steel T-members welded together, with a detachable plate at the rear for inspection and dismounting of the differential. Spiral bevel gears are used in the rear axle, and the drive is transmitted through the spherical end of the propeller shaft housing received in a very substantial central cross frame member. There is a second drive shaft, forming a continuation of the enclosed shaft, between the central frame member and the gear box.

Springing on this car has received very careful attention. At the rear, cantilever springs are used and are mounted directly under the frame members. The main leaf of the spring is extended rearwards, beyond the axle housing to the rear extremity of the frame member, where its end is received between rollers. Not only does this arrangement give additional flexibility, but the extended leaf assures lateral stability and eliminates all tendency for the rear end of the car to roll at high speeds. All the points of attachment of the springs are automatically lubricated and provision is made for taking up wear.

Very big diameter brakes are fitted on the front and rear wheels, with simultaneous operation by means of pedal. In addition the rear wheel brakes can be locked independently by hand lever. A most elaborate set of instruments is carried on the aluminium instrument board, among them being clock, revolution counter, thermometer, altimeter, oil and petrol pressure indicators. The Super-Fiat has a wheelbase of 152 inches and a track of 59 ins. Its maximum speed with full load is 68 miles an hour, and its bottom gear enables it to climb gradients of 30 percent. The tyre size is 895 by 135 mm.

Shanghai's First Automobile Show

Overland



APPEARANCE

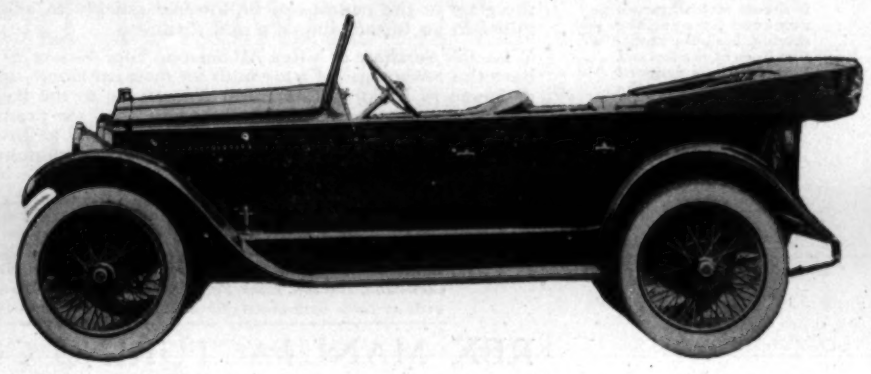
PERFORMANCE COMFORT

PLUS OVERLAND SERVICE

mean *lasting* satisfaction in the use of your car. The latest model of this popular car has deep, roomy seats, plenty of leg room, big doors, and all the conveniences that mean added comfort for driver and passengers.

IT IS THE FAMILY CAR

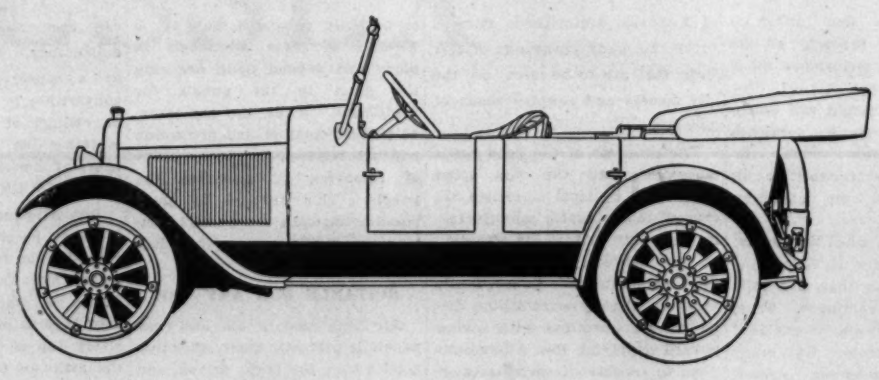
Willys Knight



SPEAKING only of externals, the Willys-Knight is a car of infinite grace and beauty. That is not all. The real heart of the motor-car is the engine, and in that test, the silent sleeve-valve Willys-Knight has no competitor, for it actually *improves with use.* Its adjustment needs are neglible; its economy one of the marvels of this motor age.

4 Favorites

CHALMERS

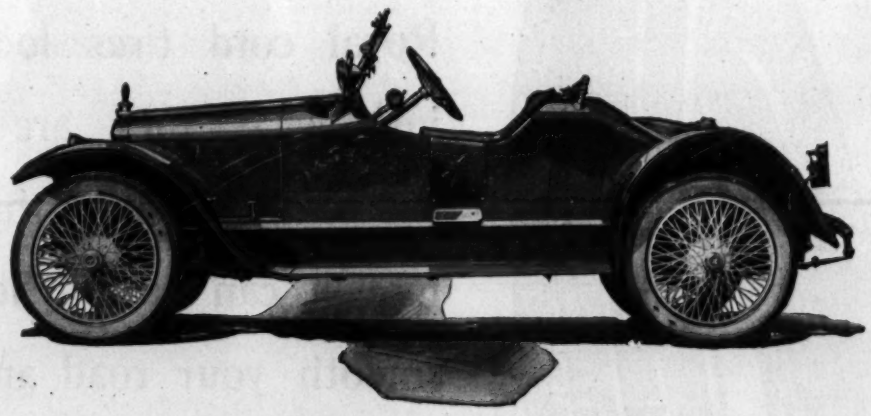


The Chalmers is best known, perhaps, for notable savings in operating and upkeep costs. To these economies has now been added a new price saving that is equally notable and equally valuable.

Get the Truth about the Chalmers

Templar

The Superfine Small Car



The Fineness
of Templar appeals to people of substance and taste

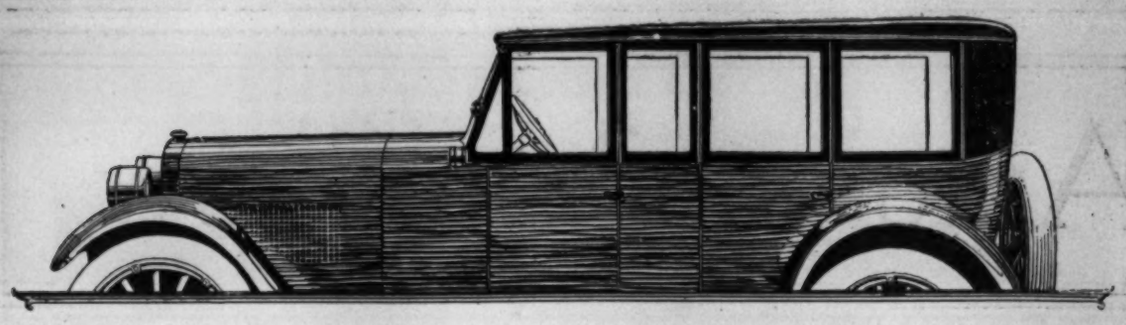
The Sound Value
of Templar appeals to all people of sound judgment

Two-passenger Roadster and Five-passenger Touring models available.

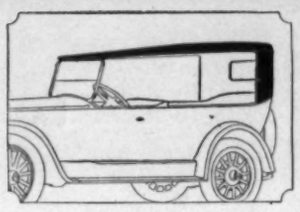
THE CENTRAL GARAGE COMPANY

STANDS No. 40, 41, 42, 43, 44, 47, 48, 49, 50, 51.

9, Hongkong Road. Tel. Central 6006



Enclosed Car Comfort With Open Car Economy—



In the illustration above the Rex All-Seasons Top is shown with all panels removed for summer driving. Note the attractive lines of the top and how well it is designed to harmonize with the car to which it is attached.

The Rex All-Seasons Top is a well-built, practical top of the convertible type—especially designed and built for Buick, Studebaker, Haynes, Nash, Reo, Hudson, Essex, Paige, Cleveland and Dodge Brothers cars. It is well-finished in every detail and brings to the car owner all of the luxury, comfort and convenience of an enclosed car, yet it is light in weight, (it weighs no more than one additional passenger), economical to buy and opens wide to afford ample ventilation and freedom in hot weather.

The side panels may be removed entirely and the Rex All-Seasons Top used as an attractive open top for the summer months. When used open, storm curtains, carried in a concealed, convenient pocket, provide instant protection from summer showers. Many owners, however, use their Rex All-Seasons Tops all the year around with all panels in place. This is possible because the glass in the panels can be lowered quickly to afford ventilation and raised in an instant should a rain threaten.

With the purchase of a Rex All-Seasons Top, owners of these popular cars have the advantages of a top built for their car alone—so particular are the designers in building Rex Tops. Yet, owing to the large factories of the Rex Manufacturing Co., Rex All-Seasons Tops are produced and sold at a remarkably low price. You purchased your car as an investment—now you can increase the value of your investment by equipping your car with a Rex All-Seasons Top.

Order your Rex All-Seasons Top from the Dealer who sells the make of car that you drive. He will tell you about these remarkable tops.

Distributors of Dodge Brothers, Reo, Nash, Studebaker, Haynes, Cleveland, Hudson, Essex, Paige, Buick and Hupmobile Cars should write or cable immediately for details of Rex exclusive agency plan.

REX MANUFACTURING COMPANY
ESTABLISHED 1898
Connersville, Indiana, U. S. A.

Rex all Seasons Top

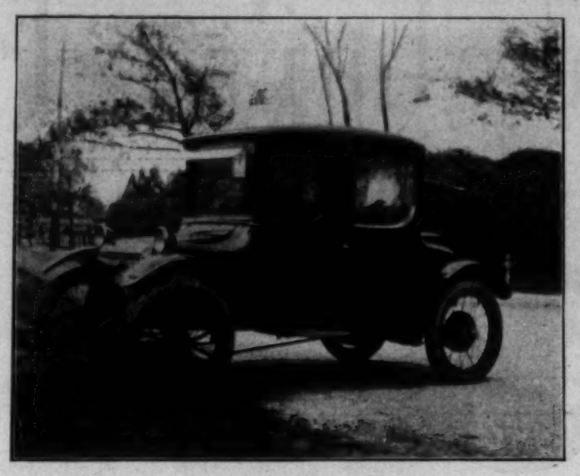
Cable Address: "Rex" Universal Code: Western Union Edition

THE STORY OF THE MILBURN ELECTRIC

MILBURN The Electric of Elegance, with riding qualities equal to those of gasoline cars with longest wheel base, is housed by the enterprising Andersen, Meyer and Company, and occupies an attractive stall at the big show.

In longed for ways and places at home, where one can throw the throttle wide open at early morning and cover half a hundred miles before late bedtime; or crawl along on low, up and down precipitous mountain passes, reversing for corners, the electric has been treated as an extra in the family garage and relegated to shopping and calling purposes. Not so in Shanghai where it will make any trip which is possible for motor car. One charge is sufficient for the longest drive through city and environs and the car speeds away over the level roads keeping pace with fast moving motors.

In old days, moreover, charging was a besetting problem. There was necessity of driving to the charging station, withdrawing the car from use for a considerable time until the charge was made. The charge, when accompished, was twofold, and involved, in addition, the hazard of leaving the car in a garage where fire loss was often imminent. A new era of electric ownership is made possible by the General Electric home charging outfit, which can be purchased with the car and attached in the home garage by means of a plug, with the same simplicity as that which connects up the family iron. It charges while you sleep, (no harm can be done by letting the current run on after it is fully charged) and is ready to go at touch of the throttle next morning.



MILBURN ELECTRIC

With a Milburn Electric, there is no radiator freezing no locked cylinders, no flooded carburetor, no hesitating motor to coax on a cold morning. The chauffeur can be dispensed with and no nerve racking driving lessons are necessary. One movement of the starting lever, and you are away, silently, swiftly, safely. It obeys your slighest guidance as if by instinct.

Milburn offers your choice of velours and plushes in variety of designs. The luxurious softness of cushions is never lost, while the exterior represents the highest development in the fine art of body finishing. In all, your ideal car awaits you, your dream comes through—in the Milburn Light Electric.

Pictures accompanying this article show the pretty car on its way to Woosung, which trip was made in about forty five minutes. Another accompanying illustration is in vicinity of the golf club where the car awaits passenger players. Many electrics bought for the exclusive use of the women of the family have been promptly confiscated by the men of the household and appropriated for use in going and coming from the links.

Andersen Meyer have a clientele which pronounces the Milburn one hundred percent satisfactory.

American Cars In Europe

"I am very optimistic regarding the future status of he American automobile in Europe," Baron Freedericksz, of the General Motors Corporation, told members of the A. E. A. recently.

"My optimism does not enmanate from a mere visualisation of hopes, but is the result of a close study of facts I believe to be competent."

Baron Freedericksz returned from Europe recently, following a five months' analysation of economical and financial conditions abroad.

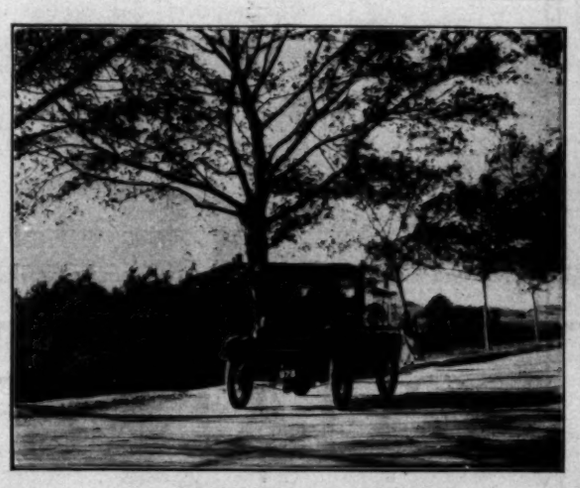
He has held various important positions in Europe's diplomatic corps and for some time was in charge of the Russian Jegation in Paris. His personality is every bit as attractive as Chairman Steenstrup said it was.

"When I left New York last September for France," he said, "I had heard so many depressing stories about conditions in Europe. I expected worse when I got here. But I was surprised to find the people display such energy and enthusiasm in trying to get back to a pre-war basis."

Financial conditions, he pointed out, although bad, were not as serious as had been reported. Regarding the widely published report of Europe's so-called undermined and near-bankrupt finances, Baron Freedericksz had this to say:

"I believe it to be part of foreign manufacturers' propaganda to discourage American enterprise abroad."

BOUND TO WOOSUNG



ON THE ROAD TO HUNGJAO

A PRACTICAL TOP FOR ALL SEASONS

WHO is there that drives an open car through all the seasons who has not wished for a more practical type of top? One that is light in weight and economical to buy, yet one that furnishes complete protection from the weather and is convertible in accordance with the changing seasons.

It has been too much the custom among car makers to follow the old-style open top that is a relic of the old era of carriages. True, there are a multitude of enclosed cars to choose from. But many prospective purchasers cannot afford, nor do they desire, the heavier, more expensive unit-type enclosed car. Consequently, it is evident that there will be a great demand for an improved, convertible top that combines the advantages of both the open and enclosed car.

ENTERS LOCAL MARKET

The Rex Manufacturing Company of Connersville, Indiana, U. S. A. has been building Rex All-Season Tops for many years to meet the demand for such a top in the United States. That they have met with the approval of American motorists is attested to by the many thousands of Rex Tops that are to be seen on the city streets and country roads of America.

The progress of the good roads movemnet and the fine spirit manifested by local motorists has caused this gigantic manufacturing campany to turn its attention to the marketing possibilities of this community. Consequently they are already establishing distributing connections with a view toward supplying Rex All-Seasons Tops to owners of certain American made cars.

As shown in the accompanying illustration, this All-Seasons Top consists of a well-made, water and weather-proof top deck and rear quarters, and complete side panels. The old-style top is removed and this new Convertible top is securely fastened to the body in its place. There is absolutely no chance for ratties or squeaks to develop. The side panels may be left in place the year around or any one or all may be removed. American motorists have found that the Rex Top is so perfectly ventilated that it is possible to leave all panels in place and depend upon lowering the glass in the panels for ventilation. Thus they are assured perfect comfort and protection and are relieved of the necessity of removing or replacing the panels. This feature is made possible through the perfect ventilation facilities of the Rex Top.

SUITABLE FOR ANY USE

All glass used in side and rear panels is perfectly clear, affording good vision for both driver and passengers. All Rex Tops are made of high grade materials and are covered with weather-proof fabric that is extremely durable. An occasional cleansing and polishing with wax (either floor or car body wax) maintains the attractive appearance of the exterior and prevents any tendency toward deterioration.

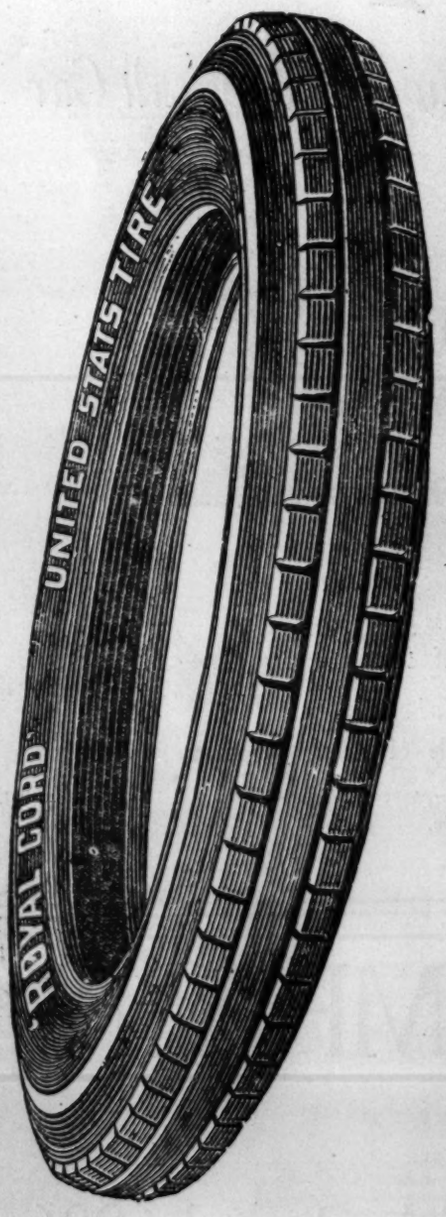
Both the exterior and interior finish are such that the Rex-equipped car is suitable for either social or business use. The top affords all the privacy and comfort of the unit-type enclosed car and is very attractive in appearance. Yet it is obtainable at a conservative price and is convertible to suit any occasion or change of weather. It will certainly be welcomed by the users of American cars here.

BUILT IN GIGANTIC FACTORY

Rex All-Seasons Tops are built in what is probably the largest exclusive top factory in the world. In this huge factory every modern device is employed to produce Rex Tops in enormous quantities. Every top is built especially for the make of car it is to be used on, and is sold at a price that every man can afford.

The unusual popularity of the style of top in America foreshadows its success in China. Undoubtedly many motorists will adopt this innovation and before long the convertible top will be a familiar sight on the streets of Shanghai. Distributors of American made cars will probably have these tops on display at their showrooms at an early date, and those interested will be able to secure complete details direct from them.

REX ALL SEASONS TOP



FLEETNESS

Royal cord tires look just what they are—the finest tires that money can buy. They smooth your road and take the annoyance out of motoring.

The Shanghai Horse Bazaar and Motor Co., Ltd.

STRENGTH

HUDSON

The car you will be proud to own. No car has established a better reputation. See the Hudson at the Auto Show or at our show room.

HUDFORD MOTORS

ESSEX

The little brother to the Hudson—made at the same factory with the same unsurpassed workmanship and materials.

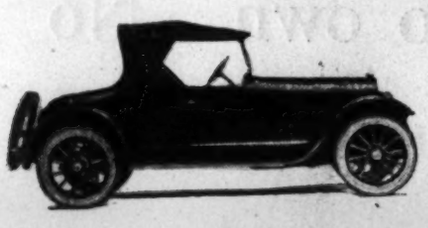
HUDFORD MOTORS

HONIGSBERG AUTHORIZED VALVE-IN-HEAD Buick MOTOR CARS SERVICE

Emblem of Satisfaction

BU

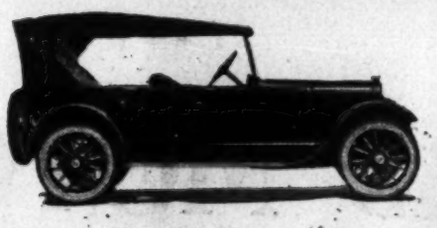
SHANGHAI'S



22-Six-44
Three Passenger Roadster

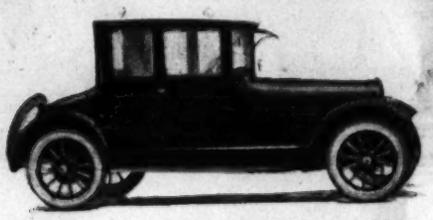
SIXES—

for Nineteen Twenty-two



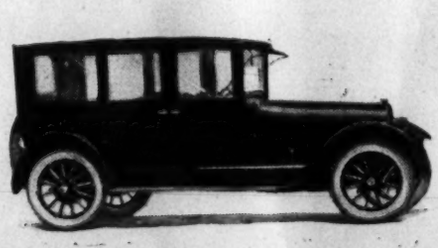
22-Six-45
Five Passenger Touring

A single, recognized standard of mechanical excellence is available for the purchasers of all six cylinder Buick cars. The Buick principle of motor design and chassis construction, arrived at through twenty years' unwavering fidelity to accepted engineering ideals, is embodied in three open and four closed body types on the six-cylinder chassis.



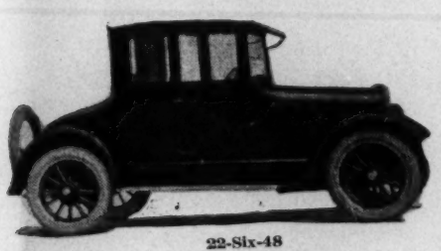
22-Six-46
Four Passenger Coupe

The mechanical excellence of the various chassis units, properly related and balanced, has been developed and proven by time and use. And the different body types have been similarly developed to give each a certain scope to suit the needs of individual motorists.

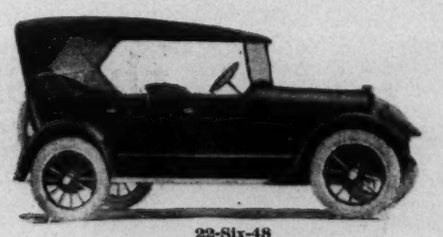


22-Six-47
Five Passenger Sedan

Except in body type or wheelbase the seven six-cylinder models are equal in performance, in power, in well-proportioned strength—in all the qualities that combine to characterize Buick serviceability



22-Six-48
Four Passenger Coupe



22-Six-48
Seven Passenger Touring

22-Six-50
Seven Passenger Sedan

H. S. HONIGSBERG & CO., Inc.

40 Bubbling Well Road Shanghai

Telephone West 1234

and at PEKING and TIENTSIN

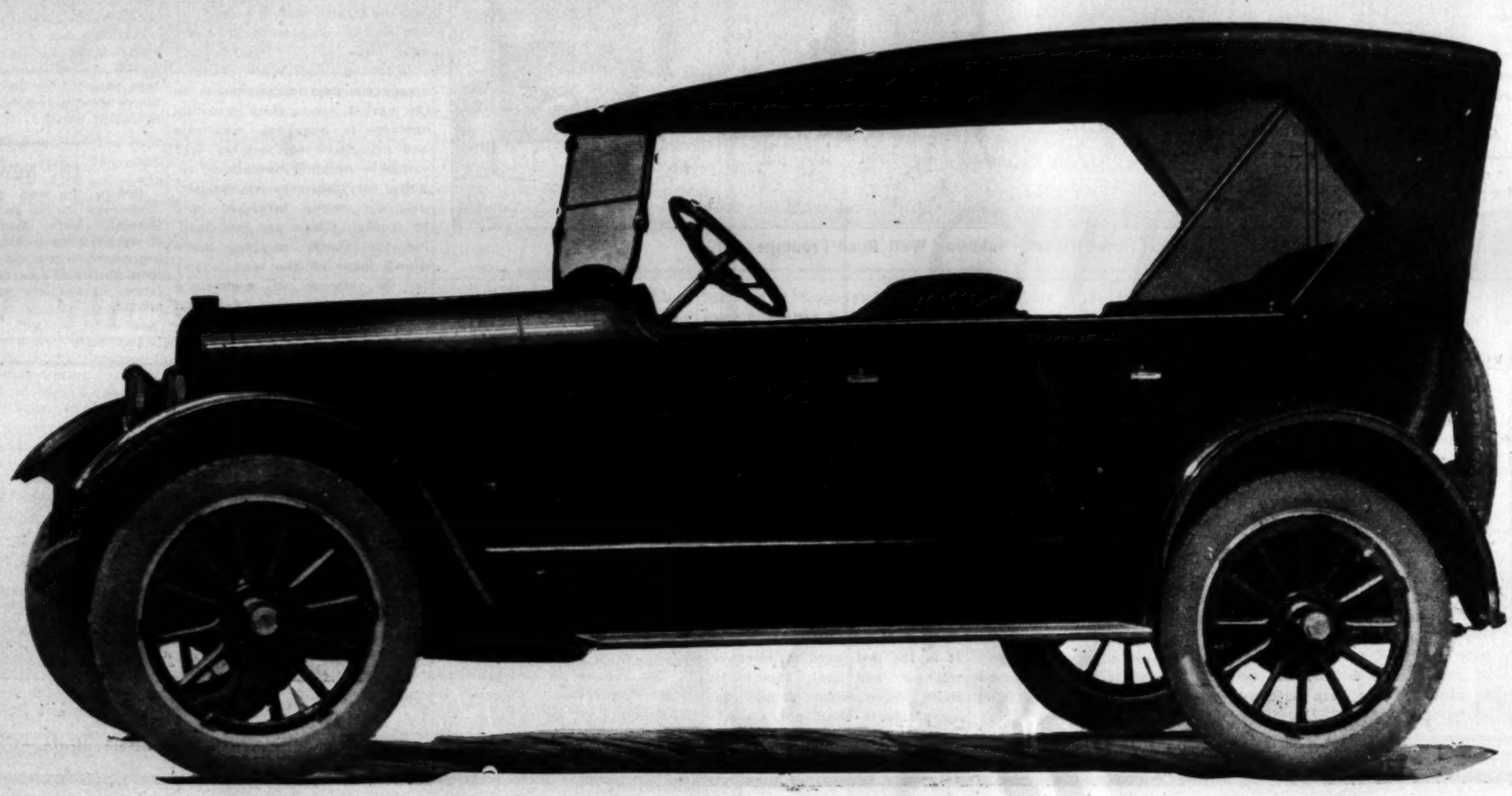
WHEN BETTER AUTOMOBILES ARE

CK

I'S VORITE CAR

HONIGSBERG AUTHORIZED VALVE-IN-HEAD Buick MOTOR CARS SERVICE

Emblem of Satisfaction

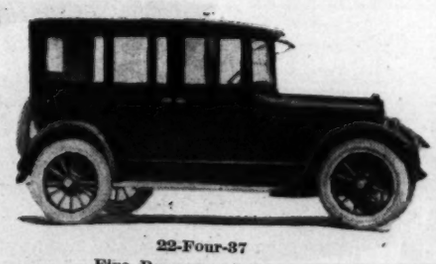


FOURS—

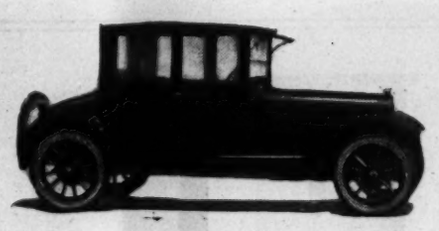
for Nineteen Twenty-two

The new four-cylinder Buick has been long in the making. It represents the same constructive advancement as the six-cylinder Buick, sharing the same engineering experience, the same facilities of the immense Buick manufacturing plants, and the same competency of the great nation-wide service organization.

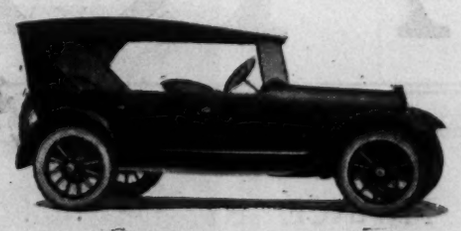
Many vital features are common to all four models, such as convenience, comfort, power and genuinely gratifying performance resulting from the Buick Valve-in-Head motor in connection with an equally distinctive Buick chassis mechanism.



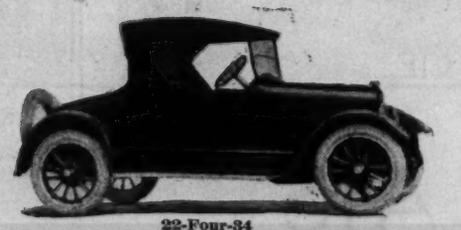
22-Four-37
Five Passenger Sedan



22-Four-36
Three Passenger Coupe



22-Four-35
Five Passenger Touring



22-Four-34
Two Passenger Roadster

Cord Tyres standard equipment on all models Fours and Sixes.

BUILT, BUICK WILL BUILD THEM

1851 At The "Sign Of The Horseshoe," Shanghai. 1921

THERE IS something unique about the name Horse Bazaar. It looks us back with days when aristocracy and wealth were measured in units of stables of fine horses,—when rich, confortable looking old ladies lorgnetted down on pedestrians from tapestried, low swung phaeton seats, while proud liveried coachmen sat erect and attentive, whip in hand to guide the high stepping steeds. Bazaar crosses the memory between an animated exchange and a public fair where treasured rare possessions were displayed.

From the busy establishment on Bubbling Well Road, the lucky horseshoe flashes the trademark of good fortune opportunities to the public. A generation of slowly built, carefully guarded good will in furnishing transportation service preceeded the motor activities of the Shanghai Horse Bazaar and Motors Company, Ltd. and stands to defend the motor buying clientele. Prominent among its many representations are Studebaker, Maxwell, Rolls Royce, Calcott, and Fiat.

It is a bit unique that the concern made popular three quarters of a century ago through its dealing in horses and horse drawn vehicles, should have taken the agency for the Studebaker Automobiles, manufactured by a firm organised in the same year for the manufacture of horsedrawn wagons. Studebaker is a household word, known as a trade name in all parts of the world.

It was a great day on the farm when the farmer with a few shining green backs in his pocket left with his stalwart horses for town and came home, rattling over the hills, with a shining new Studebaker wagon, painted bright green with red wheels—sitting on the high spring seat, and bringing an extra spring seat for use in Sunday excursions of family and hired man to church.

A far look down the century and we see the familiar name Studebaker flying from thousands of swift moving motor cars, literally circling the globe.

Studebaker started making cars very early in the game, twenty years ago when they were still called horseless carriages, Every year since then the firm has put out an annual model, with latest equipment and improvements. A conspicuous thing is that Studebaker owners always buy Studebakers, turning in old models for new from time to time as new patents and improvements appear, which is the very best assurance of satisfaction.

Increased and increasing price of gasoline and rubber have put light cars ahead with startling momentum. The Studebaker Light Six is an achievement in economical operation,—is elegant of line and material and speeds up to fifty miles per hour without perceptible vibration.

The Studebaker is manufactured complete in one of the newest and most modern automobile factories in the world. Profits of parts manufacturers, therefore, are eliminated from the cost of production, all of which makes it possible for the factory to turn out a fine car at surprisingly low price. These costs having been recently lowered on account of prevailing conditions, the cost to consumer has been adjusted accordingly.

Shanghai Horse Bazaar—Bubbling Well Road Frontage

One View of Garage

Because it is a Studebaker, there is pleasure in owning it, pride in driving it, and protection in buying it.

The same attributes that make the Maxwell a popular pleasure car also make it a successful business car. An all around family car,—it knows no eight hour law, or six day labor law, and waits ready to start at touch of the throttle, in any and all kinds of weather, day or night, over all kinds of roads or none at all.

Waiting for parts and making money to pay for them makes a bug bear which intimidates many a motor prospect. The Maxwell is one of the most completely manufactured cars on the market. The factory mandates that local agents be provided with full stock of parts, and place them at disposal of customer at minimum price.

Good looks, plently of comfort and ample room characterise the popular "New Maxwell." The lines are attractively altered as to hood, fenders and running board, details upon which so much of the general effect depends. The body is a real five passenger one seating five adults comfortably, without crowding, and without being cramped for leg room.

Rolls Royce is high sounding and has no synonym in motordom. It is the last word in elegance, richness, and real superiority. Rolls Royce owners dictate that manufacturer shall not sacrifice quality to anything. Whatever makes the cushions softer, the springs more resilient, the motor quieter, faster, smoother, the equipment more gorgeous, they want at any cost. And the manufacturer, the car artist, gets it. The genteel home of the Horse Bazaar and Motors Company is the logical headquarters for this exclusive English Motor Car. It is there now ready for delivery, and is one of the show pieces on the floor of the auto show.

Many of us have asked the name of the classy little roadsters so much in evidence on our boulevards, or have stolen a look at the name on the radiator as the car hugged the curb, and we found it, the Classic Calcott. It is surely a classic of line, especially the roadster, which they call two-three seater. It looks more like a two, two story seater, Finished in grey and upholstered in black, it is an extremely handsome car. The price is so low as to make a Calcott a possibility for the most modest investor.

While England and America compete sharply for favor with Shanghai motor lovers, Italy drives in with the imposing Fiat, straight line Torpedo, to seat six passengers, dark "bleu," equipped with carpets, luggage carriers, unusual upholstery, and borne upon the splendid chassis Mod. 510, six cylinder, high speed motor,—a car as unique and genteel as its name.

Added to the wide selection already mentioned are the Vauxhall and the Cubitt, both popular English makes—of popular lines and good value.

G. M. C. and White Trucks, among the best known makes on the market, are in stock. Growing business in Shanghai, wholesale and manufacturing, together with extensive building operations, require carrying capacity, promptness and power furnished only by trucks. These are fast pushing the slowly moving, coolie drawn loads off the road. Time is the essence of commercial enterprise. Wherever Occidental influence extends G. M. C. and White are names which typify service.

United States Tires head the list of rubber supply with Palmer a close second. Stewart-Warner Speedometers installation and service, is an achievement in custom built necessities in ignition. Whatever is to a motor car, repaint, overhaul, wire, repair, rebuild—Shanghai Horse Bazaar and Motor Co., Ltd., "can do."

CARRY MOST PASSENGERS

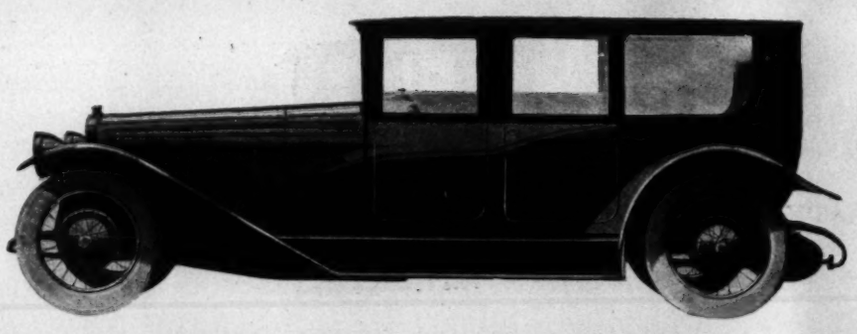
Automobiles carried four times as many passengers as did railroads in the United States during 1920, according to authoritative estimates prepared for Fred W. Warner, president of the Oakland Motor Car Company of Pontiac, Mich. "That is just one of the good reasons we offer the Oakland car as the most economical means of modern transportation," says Warner.

Pads made of closely woven fabric soaken in asphaltum and dried have been patented for insertion in loose places about automobiles to prevent squeaking noises.

AND NOW?

Before the war, ditch fences, dangerous curves and bridges in Germany were painted with a phosphorescent coating, which appeared with luminous brilliance through the gloom, as though the fence or danger warning were aflame.

Part of Stable Compound, Burkill Road



Manufactured with minute care—thoroughly tested, superbly elegant, fast, flexible, silent. A perfect car. See it at Stand No. 7 at the Auto Show

The 30 H.P. DELAGE SIX

Also the 11 H.P. 4 cylinder (soon expected)

MANUFACTURED AT COURBEVOIE, FRANCE BY DELAGE ET CIE.

Distributors for China

GRAND GARAGE FRANÇAIS

310, Avenue Joffre Ph. Osterberger, Manager—Prop. Opp. Avenue Dubail

TELEPHONE CENTRAL 2781

DUNLOPS

Founders Of The Pneumatic Tyre Inaustry

THOUSANDS OF TUBES

The name "Dunlop" has become synonimous with "pnuematic" throughout the world and in China it is as in other lands. Dunlop came into the China field almost with the first motor to reach Shanghai, and the Company has built up a large and ever increasing business throughout the length and breadth of the country. The tracks of Dunlop tyres can be found on every road available for motoring in the Eighteen Provinces demonstrating again the watchword of the Company—

FIRST AND FOREMOST

"First in 1888—Foremost ever since." What a wonderful history is embodied in that short phrase. When Mr. J. B. Dunlop invented the pneumatic tyre no one, it is safe to say, foresaw what an astounding revolution the invention was to make in the world's locomotion, yet without the pneumatic tyre there could not have been any Motor Industry as we know it today. The invention of the Dunlop Tyre made motoring possible, and in doing so laid the foundation of one of world's greatest industries.

As was to be expected of the pioneer company, the growth of the Dunlop organisation has been phenomenal, each succeeding year has brought forth new achievements. The capital of the Company has had to be doubled and trebled in the last few years in order to enable the organisation to carry out the tremendous developments so necessary to meet the ever growing demands for its products, until today we may safely say that the sun never sets on the Dunlop Factories, being, as they are, situated in every part of the world.

In China, the Dunlop Company has its complete organisation with offices in the principal cities and agents throughout the length and breadth of the country, and it is no exaggeration to say that the establishment of the Company in China in 1909 has in no small measure fostered the spirit of progress in transportation which is so essential to the development of the country—we see this in the universal demand for better roads today.

"Dunlop Tyres."—The two words are indissolubly associated with each other. You simply cannot see the name "Dunlop" without thinking of "tyres," or thinking of "tyres" without recalling the name "Dunlop."

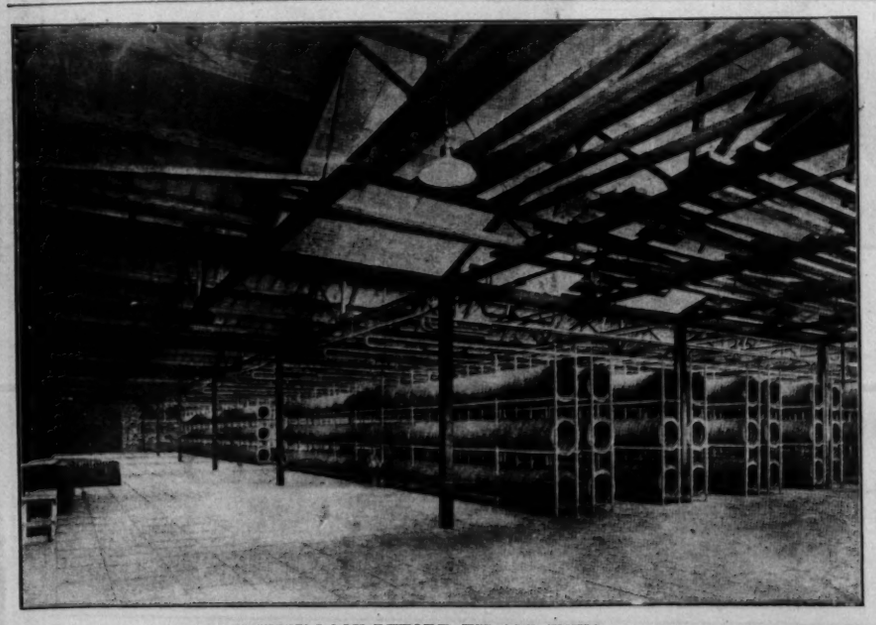
And little wonder! The two words have been associated since the inception of the pneumatic tyre, and since the Dunlop Company founded the pneumatic tyre industry throughout the world.

In a great degree, the measure of success obtained by the Dunlop Company is due to the inherent quality of its products, it having always been the constant aim and care to place before its clients the very best tyres that the most scientific and up to date plant in the world could produce. It is not the achievement of a single tyre but the average behaviour of the whole output that has won for the Dunlop Company the unrivalled success and popularity which it now enjoys.

The display booth of the Dunlop Rubber Company at the big show, exhibits in addition to the large assortment of tyres and accessories, an interesting assortment of wire wheels, including special wire wheels for the Ford.

Many of the handsome new cars on the floor of the show rest upon the splendid tyres manufactured by Dunlop Rubber Company, which have been furnished by the busy local distributer.

DUNLOP TYRES IN PROCESS



HOW THEY LOOK BEFORE WE GET THEM

COVERISK

Activities Of The C. E. Sparke Agency

An outstanding by-product of the automobile business is the extension of insurance protection to cover every conceivable uncertainty in connection with a car. Insurance is becoming more and more an economic factor as motor ownership comes to involve investment of larger and larger capital, and the latter, in turn, calls for careful elimination of risk of all kinds.

Analysis of possibilities of car loss show foremost, danger of fire and theft in process of operation; and secondarily damage to car, including tyres, lamps and accessories, caused by collision, and liability for injury to person, all of which are met in the generous coverage of the XS policy of the Excess Insurance Company.

An interesting cartoon recently pictured the fate of a driver, who, providing himself with policies to cover four forms of risk, confidently omitted to cover the fifth, property damage by collision, and straightway had the misfortune to run over a man and amputate his wooden leg. The latter, being classed as property and not person, did not fall within the policy.

Pioneer among insurance agencies operating in Shanghai was the agency under management of Mr. C. E. Sparke, which agency has grown from very small beginning to be one of the largest operating in the Orient. This agency has now extended facilities to cover practically all demands in connection with driving, except the payment of fines for furious driving, the cost of renewing tyres and of maintaining cars against wear and tear. The policy contract covers all risks anywhere in China or Japan.

In confirmation of the practice of Mr. Sparke's agency to settle all just claims, they have to their credit the payment of one thousand claims since during the period of their underwriting in this city and environs. In the big fire of the Eastern garage in nineteen eighteen, the compahy paid nine claims, aggregating twenty thousand dollars.

In addition to the classes of motor insurance mentioned, the Excess Agency undertakes fire insurance at current rates, with special terms for up country and foreign residential risks; marine insurance, including officer's and engineer's private effects afloat and passengers' baggage, by steamer or rail; a generous policy protecting accident or sickness; burglary insurance covering housebreaking and larceny and a liberal policy covering plate glass.

The Studebaker Corporation looks for a banner year in 1921. During the first six months Studebaker turned out 33,740 motor cars, as compared with 25,348 in the same period of 1920. Allowing for a slight falling off in the last half year, the company expects to build 59,000 cars this year, as against 51,474 in 1920.

Buys $15,000 Car; Who? S-h! H. Ford

Henry Ford bought for his own use a $15,000 automobile, built by the Lanchester Motor Company of Birmingham, England according to George H. Lanchester, technical chief of the company.

The Lanchester car, according to its designer, is the most expensive automobile made in Great Britain, and the car ordered by Ford, it is said, will be the finest the company can turn out.

Mr. Lanchester was in America for two weeks and inspected the Ford plant at Detroit, the Packard plant and the Brewster bodies factory.

"A slight improvement in demand has been noted by manufacturers in England and this country," Mr. Lanchester finds. "We expect no sudden improvement in England but rather a slow return to demand."

The ANDRÉ

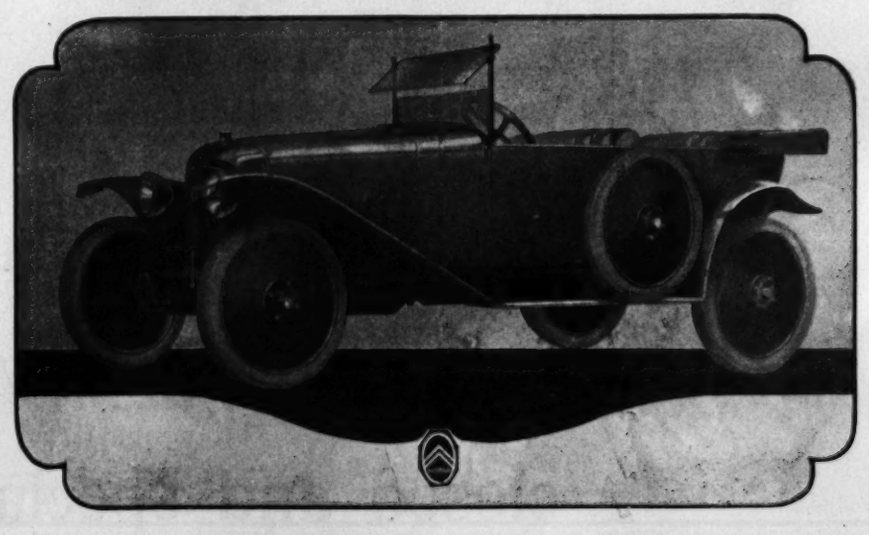
CITROËN CAR

The Citroën possesses the mechanical soundness of design, together with the speed, pulling power and capacity for performance usually associated with cars costing several times its price; whilst on the other hand it retains all the light car advantages, such as low petrol consumption, economy in tyres and upkeep generally. It is comfortable, elegant, and a pleasure to handle, and its price is less than the usual light car price to-day.

It is above the light car class, yet at less than the light car price. It is unique in value and performance.

MICHELIN TIRES CORD AND FABRIC

THE FRENCH UNIVERSAL CAR



GRAND GARAGE FRANÇAIS

AVE. JOFFRE, OPP. AVENUE DUBAIL PHONE C. 2718

SEE STAND No. 9 AT THE AUTO SHOW

CHINA MOTORS, LTD.

A Vast Shanghai Enterprise Which Has Absorbed And Developed Various Local Undertakings

NO BETTER evidence of motor activity in and around Shanghai is necessary than the extensive operations of China Motors Ltd. together with its continual development and enlargement. It is high tribute to the success and selling ability of this corporation that more than a dozen manufacturers of well known motors have seen fit to place their car representations with it.

A perpetual auto show is on at the main show room of China Motors, the Star Garage on Bubbling Well Road, where spacious shiny show windows display attractive models from time to time of Dodge, Hupmobile, Chandler, Premier and Cleveland all American makes, and Standard, Lanchester and Crossley, popular English cars.

"Watch us Grow" would be an enthusiastic and appropriate slogan of China Motors, as it prepares now to launch out into its new extension, the Ezra Garage. Nothing has been left undone to make this a garage par excellence. Special inclines of most modern specifications, newest and most convenient private stalls and capacious lifts are improvements to delight the waiting clientele. From the accompanying elevation it will be seen that nearly the entire front is of ornamental glass, flooding the establishment with light and sunshine, making a cheerful home for proud motors.

Good will in a car name is as highly valued as in a firm name. Any automobile purchaser is at big advantage buying a car whose name stands well on the street. Besides the satisfaction which comes from owning a car of which people at large approve, there is ease of sale, if desired, at good value and light depreciation. Used car dealers everywhere admit that Dodge cars are in great demand.

The Dodge has been called the honest car, living up to its every claim and far exceeding the warranty placed upon it by its reasonable price High power, efficient motor, reliable ignition equipment, full floating rear axile, with three quarter elliptic springs are accessory to the handsome, well poised bodies, sedan, coupe, limousine, touring, roadster and business car. It is noteworthy that the Dodge factory has never radically changed the lines of body, hood and fenders, which changes in other cars have often wrought serious loss to owners through obsolescense.

LEON FRIEDMAN
Gen. Manager, China Motors, Ltd.

The Hupmobile on its world tour a decade ago founded a reputation which has been reinforced by every successive type and year. The Hup was the first car to popularise the low swung body, ultra design in this respect having been reached in the 1914 model, which is well remembered and as frequently seen on the road even now, which lines were very soon thereafter followed by practically every car manufacturer.

Comfy is the tone always conveyed by the popular Hup as it hugs the highway. Its low center of gravity, proper balance and scientific weight distribution enable it to hit the road at fifty per with smoothness and without vibration. All inclusive comforts have earned for the Hup the well deserved title of the Comfort Car.

Chandler, pronounced the "most closely priced fine car," is just that. It lays no claim to being a cheap car, it only wants to be and is a properly priced good car. One relaxes into the deep, soft, perfectly fashioned seats, and in luxuriant comfort and enjoyment, praises the charm of the Chandler.

The Chandler motor is exclusively a Chandler product, being Chandler fashioned and Chandler built and found in no other car. The Chandler Chassis is an eight year achievement of engineering skill.

One hundred thousand motorists have chosen Chandler, there's a reason.

Electrically controlled automatic gear shift, distinguishes the aluminised new Premier. This car sits at the head table of aristocratic motors, incomparably refined and beautiful of line and finish, luxuriant and elegant to the last detail.

A special feature of the premier engine is the removable cylinder sleeve, entirely surrounded by water, readily removable, making replacement quick and inexpensive. Springs are of alloy steel, practically flat under full load.

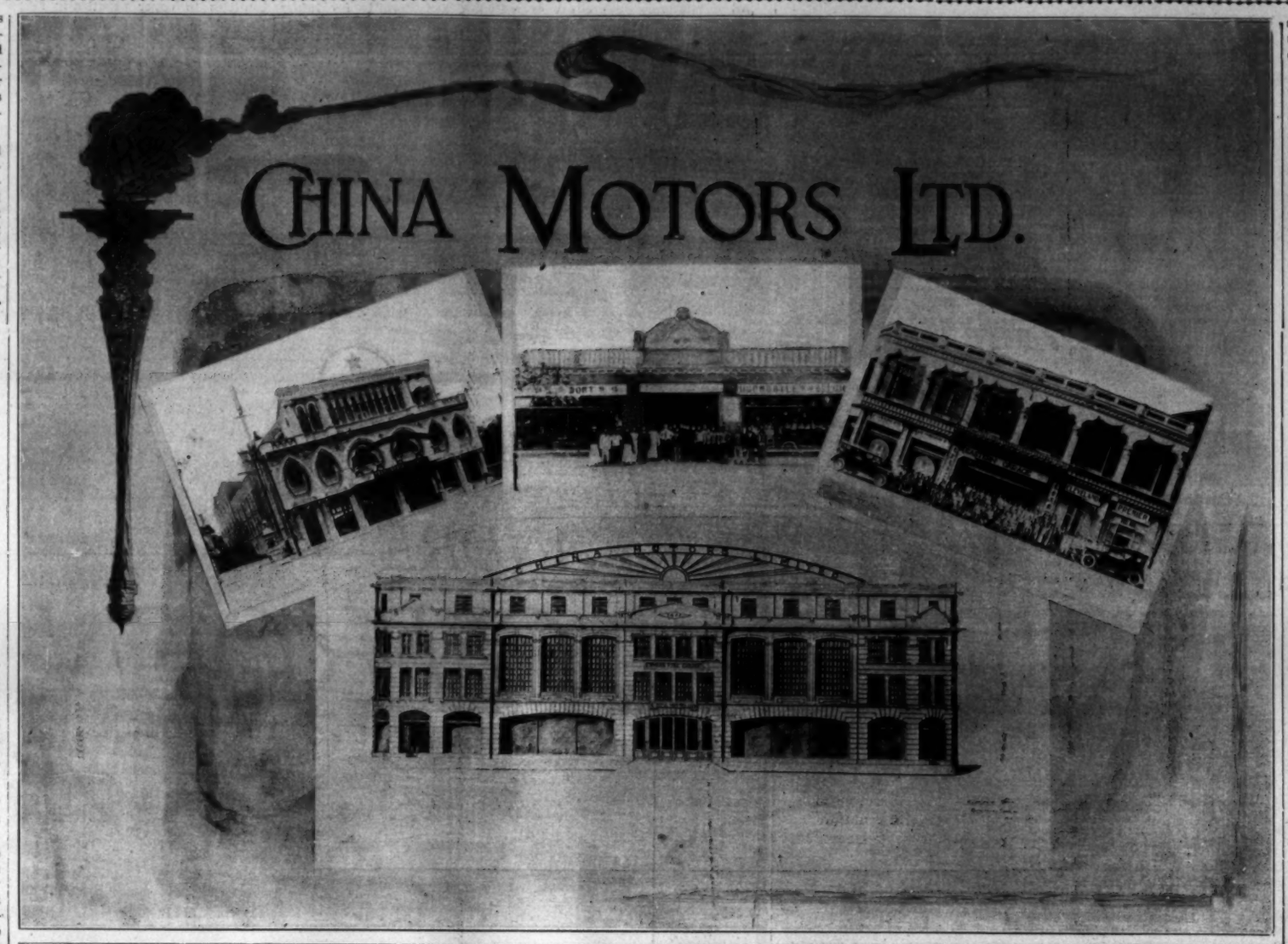
Watch the Cleveland Six in traffic and on the hills. It is the first off on the get away and over the top, thanks to the exclusive overhead valve motor. There is something thorobred about the Cleveland Six, which takes it out of the class of just cars, it is an amazingly good car.

The Cleveland Six distinguished itself in a 36? hour, nonstop run. After this fifteen day and three hour continuous run, the car was taken into the garage where they cut the fan belt, stopping the fan and the water pump, and drove the car a distance of twenty miles in thirty one miuutes. During the whole test the motor did not attain sufficient heat to boil the water in the radiator.

China Motors, being versatile of taste and inclination, also offers two well known English cars, the Lanchester and Crossley. The later is entirely new in design, built of stream line with handsome bonnet and pointed radiator. Generous guarantee accompanying purchase is assurance that the manufacturer knows his product to be right.

MAX FRIEDMAN
Sales Manager, China Motors, Ltd.

A. B. C. and Indian motorcycles vie with one another for favor as we enter the motor bike show room of China Motors. Leland Clyesdale Trucks, for better haulage, typify the best truck possibilities, Both are to be had at China Motors, which firm furnishes full supply of parts, and expert mechanics for all needed adjustment.

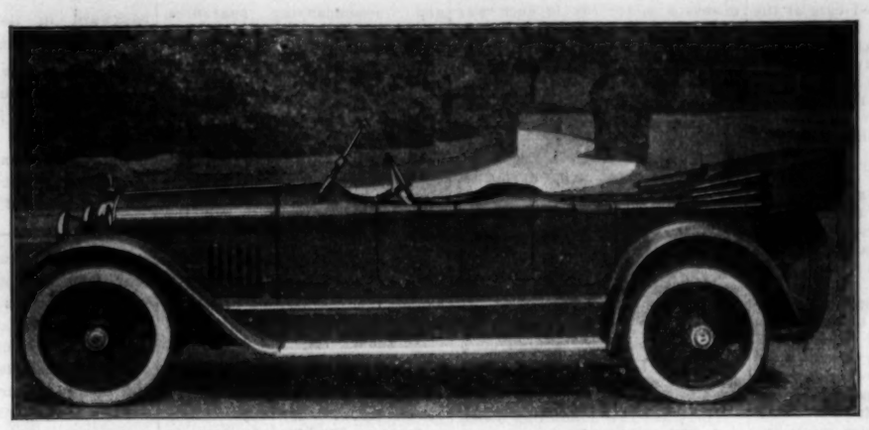


Ford
THE UNIVERSAL CAR

What can we say about the Ford that hasn't been said before? Nevertheless do not miss inspecting the closed and special bodies built on the Ford chassis.

HUDFORD MOTORS

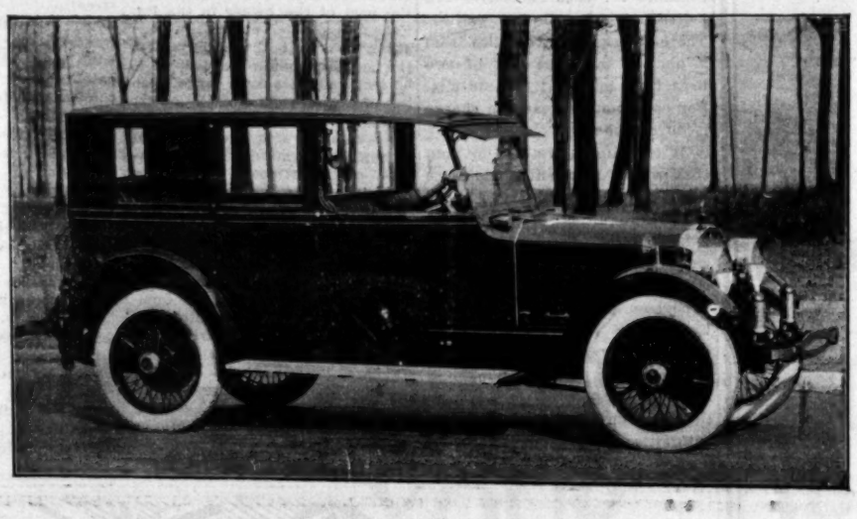
Four Noteworthy Exhibits



MERCER MOTOR CARS

The ideal and ultimate in motor car construction is a strongly-built four-cylinder car—fast, powerful, light enough to be economical, low and properly balanced so that it can be driven at speed with perfect safety—with body styles that are pleasing and perfectly harmorious in every detail.

The Mercer has always been built with this ideal in mind.



THE WINTON SIX

Built for Men and Women whose Taste Demands Thorough Superiority and Distinctive Individuality.

IN TWO MODELS—THE 48 AND 33

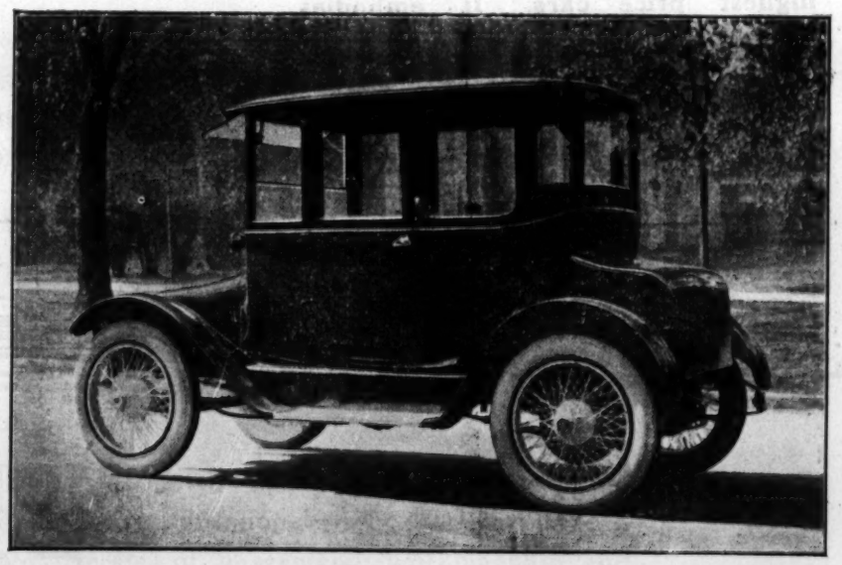
Uniform in qualities of material and workmanship, and similar in design, but in choosing them you have to consult your personal requirements as to size and horse-power.

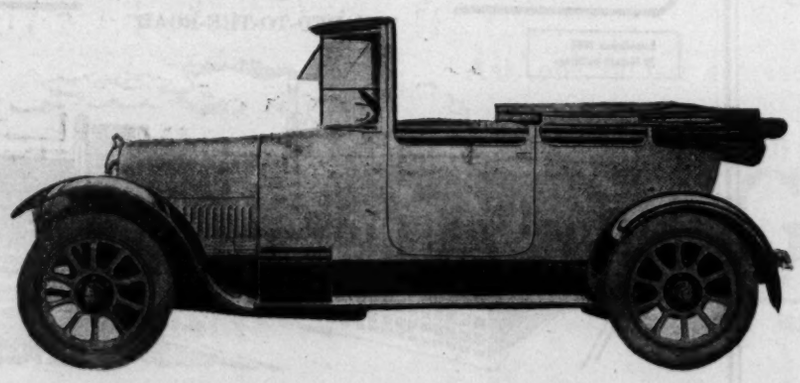
DETROIT ELECTRIC AUTOMOBILES

Combine beauty with perfect comfort and convenience with servicability; their desirability is still further enhanced by the craftsmanship and artistry that have always characterized these cars

SERVICEABILITY—SAFETY—COMFORT

STYLE—CLEANLINESS—ECONOMY





BIANCHI

The Highest Ideal of Motor Expression

The new 12.30 h.p. Bianchi is will worthy of your investigation. With its highly efficient engine, 70 x 100 bore and stroke, single plate clutch, 4-speed gearbox and underslung springing, it represents the last word in automobile design.

TWO-SEATERS, FOUR-SEATERS, THREE-QUARTER COUPES

STANDS NO.		
40	to	44
47	to	51

THE CENTRAL GARAGE CO.

9, Hongkong Road

Telephone C. 6006

STANDS NO.		
40	to	44
47	to	51

Used Cars At Auto Castle

Doubtless many are disappointed at not seeing used cars at the big show. Perhaps these are excluded through fear of putting new cars at disadvantage. At any rate it is auto show custom to show used cars in their own big tent and time. We believe there will be enough enthusiasm locally to support such an exhibition in future.

Shanghai offers an especially good market for the sale and purchase of second hand cars. Reflecting upon the cause, we are reminded that this is a city of transients, notably one where people of means come to spend a few months at a time, oftimes buying new cars for pleasure and convenience during that brief time. Such cars are offered for sale when their purpose has been accomplished. Distances being short and hard grades quite unknown, it is scarcely possible to misuse a motor car in such way as to seriously damage it and, consequently, one can buy with almost certain assurance of dependability.

Often, according to Mr. Heimendinger, Manager of the Auto Castle, it is possible to offer cars which have run only a few hundred miles and that during a brief time, for less than half their original cost.

Those who buy cars on close margin—and they are of substantial majority of buyers—or who have limited amount to invest in them, face the question as to whether it is better to buy a cheap new car or a high class one, slightly used. Many competent investors prefer to do the latter.

There are two conditions which make buying used cars a good business proposition. First, one who is mechanically inclined and accurately handed, finds a few thousand miles no drawback in car value. Second, a general overhauling by reliable dealers and accompanying guarantee, offers full protection to the most cautious.

The Auto Castle was the first establishment to offer used cars in Shanghai. Nearly a decade of reliable dealing is now to its record. During this time, many auto owners and drivers have used the firm continuously as a clearing house for buying, selling and exchanging cars to suit the fancy, turning cars in and over with little or no depreciation. Indeed, some patrons of the Castle have actually been able, during the period of high and rising car costs, to buy motor cars, drive them for a considerable time and then sell them at more than the purchase price. In no case, is more than a few hundred dollars lost through depreciation.

Among the models now in stock, many of which would appear favorably on dispaly along with new models of the same make, are Packard, Hupmobile, Buick, Studebaker, Dodge and others, all completely overhauled and offered under full guarantee, similar to that offered with new cars.

Rome Has Modern Taxicabs

Rome, for many years most backward in its public service motor vehicles, now possesses a fleet of taxi-cabs which are the equal of those in any city in Europe. The introduction of these taxi-cabs in the city of Rome was considered of such importance that the King of Italy, surrounded by all the local dignitaries, inaugurated the service. The 300 cabs which have just gone into service belong to the S. T. A. (Societe Transports Automobiles) and are 12 h.p. Fiats, model I.T., with red and black landaulet bodies.

The Company has its headquarters in a large building especially constructed for this service in Viale Manzoni. It comprises offices, store houses, repair shops, garages and washing-sheds, the whole laid out according to the most modern ideas and practice.

In order to give an idea of the importance of this garage which is believed to be the biggest of its kind in Europe, it may be stated that it occupies an area equal to that covered by the Vatican of St. Peter. Near the main building are the immense stores and petrol reserves of the Company, these latter consisting of six immense underground tanks which supply petrol to the delivery pumps in the garage itself. Petrol is delivered directly into the tanks from tank waggons standing on the railway siding with connection by a special underground pipe.

The central portion of the building is used for washing the cabs, this installation being laid out with a large number of pipes so as to allow many cabs being washed at once. The total capacity of the four main buildings is five hundred cabs, these being housed without any overcrowding.

Taxicab ranks have been established all over the city and there is telephonic communication with the garage from all quarters. Great care has been taken in the selection of the drivers in order to get only really experienced men. Many of these drivers have a working knowledge of two or three languages, this being a very great convenience to visiting foreigners.

The fares are very moderate and are even slightly lower than those of the old fashioned horse cabs. For the first 750 metres, or 9 minutes waiting, the price is two liras, increasing by 50 centimes for each successive 250 meters or 3 minutes waiting. There is an extra of one lira from 9 p.m. to midnight and of two liras from midnight to 6:30 a.m. For each portmanteau the charge is 50 centimes.

It is quite interesting to note that while the foundations were being dug for these garage buildings, antiquities of the highest value were discovered. The workmen unearthed catacombs, a Columbary, pagan tombs, and a hypogeum of the Aurelian family. This latter was considered of such importance that it was handed over in as complete a state as possible to the authorities to be preserved with the antiquities of Ancient Rome.

Selection Of Lubricant For Your Automobile

Socony lubricants are the result of over 50 years of research by the most expert refiners and lubrication engineers, and it is therefore a reasonable assumption that our oils should give the greatest efficiency and maximum economy in motor car lubrication. Since the inception of the automobile over twenty years ago, the quality of Socony Oils has been kept abreast of improvements in engine design and today we offer to motorists a line of Auto Lubricants second to none.

It is a well-known fact that motor cars under Socony lubrication are practically free of the lubrication difficulties that are invariably identified with the use of ordinary oils.

Socony Oils are built for the work they perform—built by exclusively Socony process to carry the load, to last and endure, to withstand the strains of temperature, weight and speed, to deliver to the last drop a protective film that defies friction with its interposing body—a body vitalised by the exceptional quality of its constituent parts.

There is no instance of competitive test where Socony oils have not demonstrated their superiority in a manner so plain and decisive that quality comparison ceased to be a factor, the only remaining argument for the lower grade oils being their slightly lower price per gallon.

Automobile lubrication demands more careful attention on the part of the owner in the Far East, than in practically any other locality, both on account of the severe climatic conditions to be met and because a large number of cars are operated by native chauffeurs who are untrained and unacquainted with the principals of engine operation. It is therefore of the utmost importance that the proper grades of oil be selected by the owner and that his chauffeur be carefully instructed regarding their use.

Booth 30 displays, in a number of novel features, the contributions of the Standard Oil Company of New York to motordom.

The first thing that strikes the eye in the Socony booth is a tall standard surmounted by the famous chop of the Company, of huge size, illuminated and serving as an indicator to the proper grade of lubricant to be used on various types of motor cars when the proper button is dressed on the switch board placed on the railing beneath.

In the rear of the booth is a model Socony Asphaltum road, lighted by miniature electric street lights which stretches back into the scenic beauties of a Chinese landscape, giving a concrete idea of the possibilities which good roads will open up to the motoring public in China.

Six glass tubes containing different grades of lubricating oils, set in a revolving frame, furnish an interesting study in relative oil viscosities.

The various by-products of the petroleum industry which have been evolved for motor car use are arranged in a pyramidal stand along one side of the booth.

An interesting contrivance, by means of which a continuous flow of lubricating oil cascades in front of an electric light, serves as an embodiment of the efficient and continuous Socony service.

Standard.—All British

Artistic designing, scientific engineering, careful assembling, close price calculation, standardise the Standard into one of the most favored motors on the street.

The Standard is a merriweather car, making light of wind and storm by means of patent hoods and curtains which can be adjusted instantly to offer the same protection as an elaborate closed model.

Standard is economical on gas, tyres, and oil, and is so well built that it can be run many thousand miles without adjustment. It is especially designed for the satisfaction of the owner who drives his own car, and who is therefore sensitive to the finer details of comfort and construction.

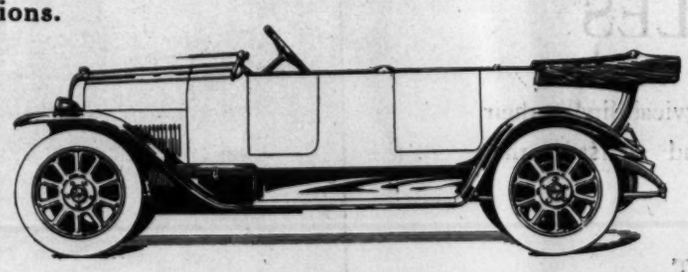
The car is built with a large carrier space and is equipped with extra wheel and tyre, capable of quick and easy adjustment in case of tyre emergency.

Owners of Standard cars praise them highly. Theirs is the best recommendation, because they

Fiat

MODEL 501

Is a small, light car; it is fast and easy to drive. It is the car for general service, and although the price is low, there is nothing cheap in its construction. It has, indeed, all the qualities of comfort, reliability and endurance of Fiat highest price cars. It embodies all the improvements found in Fiat biggest cars, and only differs from them by reason of its dimensions.

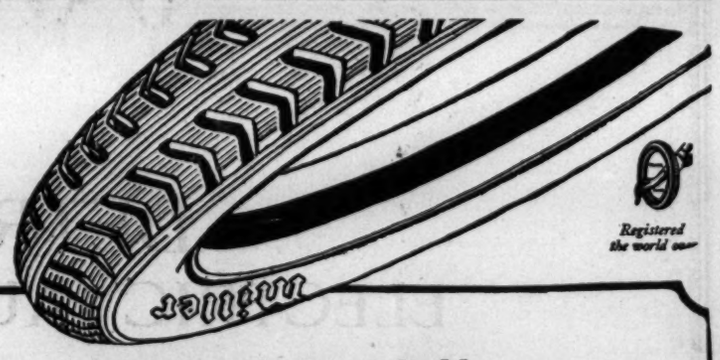


MODEL 501

THE SHANGHAI HORSE BAZAAR AND MOTOR CO., LTD.,

DISTRIBUTORS

BUBBLING WELL ROAD PHONES 1641-2-3



Not Merely Pure Rubber

AROUND the fabric in a MILLER Tyre we not only use pure rubber—pure rubber differs vastly in its vulcanizing properties.

So each piece of rubber is laboratory tested. Then rubbers are selected to make a stock which exactly meets requirements. The MILLER rule is that treads must outlast tyres. So no tread is made until the stock is vulcanized and tested in their laboratory. Not one MILLER Tyre under this method has ever come back until the tread is gone, and the factory tests show that MILLER Treads outwear other treads by an average of 25%.

There are many other reasons too, some of which are factory secrets, but they all contribute to the outstanding feature of MILLER Tyres—uniform long-distance mileage.

Put a MILLER opposite your favourite tyre—you will have a new conception of what modern tyres can do.

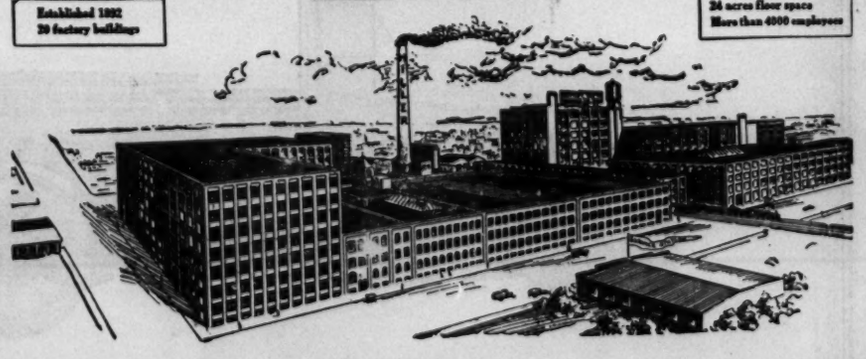
Miller Tyres

The Miller Rubber Co
Akron, Ohio, U.S.A.

"GEARED-TO-THE-ROAD"

Established 1892
20 factory buildings

24 acres floor space
More than 4000 employees



Sole Distributors for China

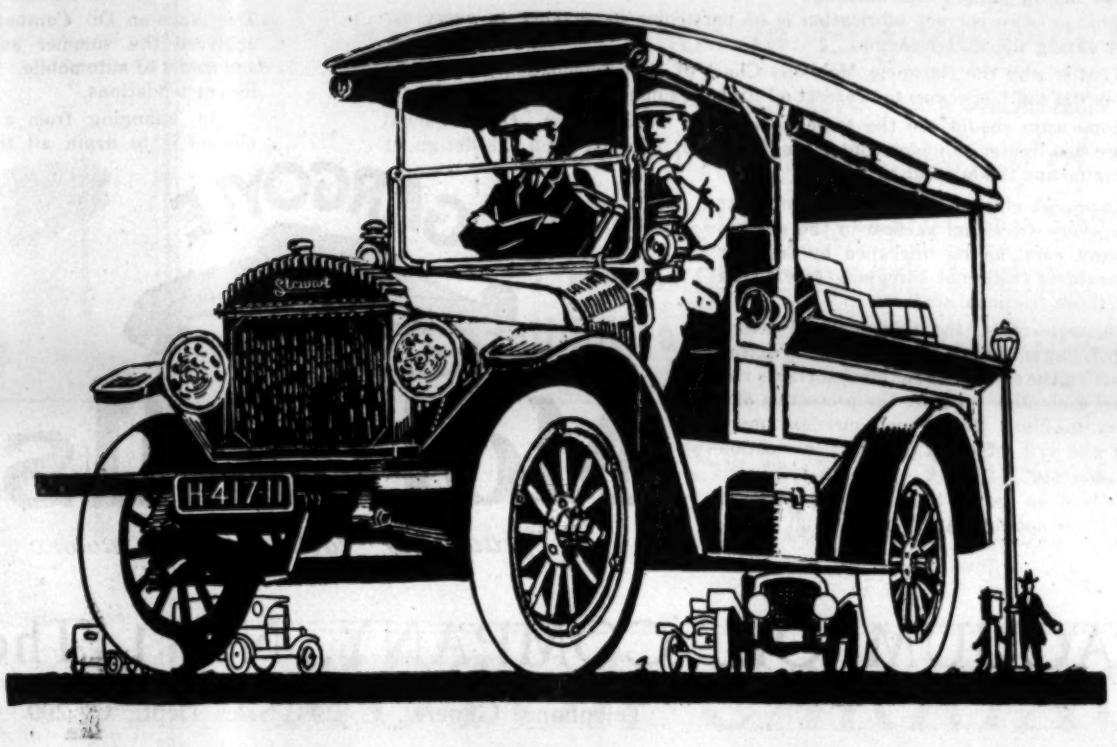
Wah Chang Trading Corporation

Show Room:
4-5 Bubbling Well Road
Tel. C. 5961

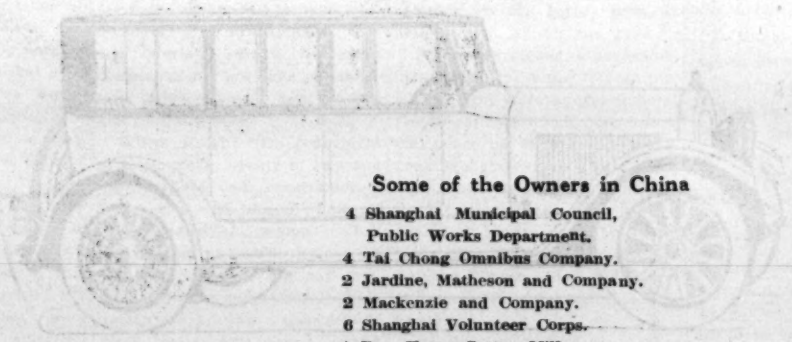
Main Office:
9 Ningpo Road, Shanghai.
Tel. C. 5387 and 88

Stewart

MOTOR TRUCKS



A STEWART TRUCK WILL REDUCE YOUR OPERATING COSTS



Some of the Owners in China

4 Shanghai Municipal Council, Public Works Department.
4 Tai Chong Omnibus Company.
2 Jardine, Matheson and Company.
2 Mackenzie and Company.
6 Shanghai Volunteer Corps.
1 Pao Cheng Cotton Mill.
1 Nagai Wata Kaisha Mill.
1 Stewart Crane Company.
2 Fukosha and Company.
2 Shanghai Ice and Cold Storage.
1 Military Governor, Sunkiang.
1 Reids Limited.
1 Ah Foh, Shanghai Nanking Railway.
10 Suiyuan Peking Railroad.

We can show you how to reduce the expense of running your business. We can show you how to do your hauling better, cheaper, quicker. We base the assertion on facts.

In the Stewart truck, of a size and type to meet your needs, we have the answer to your hauling problem. Do not make the mistake of thinking of a truck in terms of first cost—think of it instead in terms of *ultimate saving*. Besides, the Stewart is very moderate in price.

Staunchly built by one of the best companies in the world, made to give continuous service at low upkeep cost, easy to operate, of guaranteed workmanship and materials—that's the Stewart.

Ask one of our representatives at the Show to tell you about the Stewart

H. S. HONIGSBERG & CO., INC.

TIENTSIN — 40 Bubbling Well Road, Shanghai — PEKING

Tel. West 1234

Largest Distributors of Automobiles in China

Cold Weather Engine Trouble

What winter brings to the Automobile repair man?
Why lubrication must be watched with extra care.

Many repair men find winter their busiest season.

More electric starters are brought in for repairs. Garage men and service stations are called upon to recharge more batteries. More motorists come in, saying "My oil gauge is not working."

That is why correct lubrication is of particular importance to every car owner during the winter season.

That is why the Gargoyle Mobiloils Chart of Recommendations, shown in part on the right, specifies the correct oil for both summer and winter use.

Some cars should use the same oil in winter as in summer. Others should change to a lighter oil under winter conditions. It depends upon the design of the engine and the lubricating system.

To provide efficient lubrication, the oil must reach every frictional surface in the engine. In many cars, an oil thickened by freezing temperatures will not circulate freely and reach these frictional surfaces.

In such cases, the thickened oil means sluggish engine action. It causes balky action in starting the engine. Frictional surfaces rub against each other without the protection of a perfect oil film. Under such circumstances, all of the evil effects of incorrect lubrication may follow.

It is of no use to blame the oil pump if the oil does not circulate.

GARGOYLE

Mobiloils

A grade for each type of motor

The Responsibility lies with the lubricating oil

A car owner cannot determine for himself whether or not his engine requires a different oil in the winter than in summer. It is a problem for technical experiment and analysis.

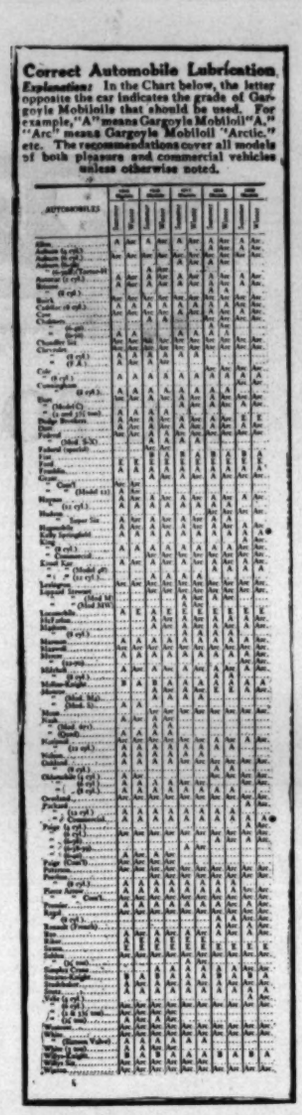
The Vacuum Oil Company's Board of Automotive Engineers has carefully analyzed the summer and winter lubricating requirements of every make and model of automobile. The result of this analysis is shown in the Chart of Recommendations.

In changing from a summer to a winter recommendation, the proper method is to drain all the oil from the crank-case when the engine is warm; pour in a quart of clean, light lubricating oil (do not use kerosene); turn the engine over a few times, by hand or starter, to cleanse the crank-case; drain out this cleansing oil; and then refill with the correct grade of Gargoyle Mobiloils for winter use.

The results will surprise you in engine efficiency and in freedom from "cold weather" troubles.

If your car is not listed on the partial chart to the right, send for our booklet "Correct Automobile Lubrication" which contains the complete Chart or consult the complete Chart at your dealer's

Obtainable at all Garages or direct from Vacuum Oil Company, No. 1 The Bund, or their Branches and Agents throughout China.


Correct Automobile Lubrication

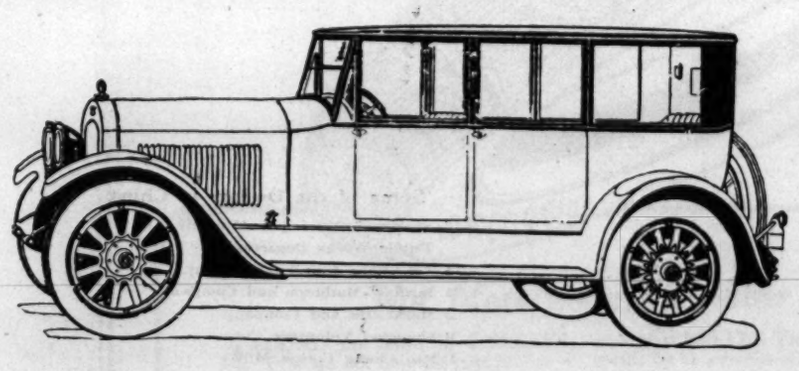
Explanations: In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example, "A" means Gargoyle Mobiloil "A." "Arc" means Gargoyle Mobiloil "Arctic," etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

AUTOMOBILES

VACUUM OIL COMPANY, No. 1 The Bund, Shanghai

Telephone: General, C. 298. Sales Dept., C. 299

You cannot buy a USED CAR at the Automobile Show in Verdun Gardens, but at the Automobile Show at the



AUTO CASTLE

226/228 Avenue Joffre

you may have your pick of a fine selection of Limousines, Coupes, Sedans, Touring Cars, Roadsters and Sports Models. All the cars we offer are as good as new, and we give a guarantee of service with each and every one. Our used cars are about

Half The Price Of A New Car

YOU CAN TAKE OUT ANY ONE OF THESE AT A MOMENT'S NOTICE

Buick 6	5 Pass. Touring Car	(1920)	Studebaker 4	Limousine	(1919)
Buick 6	7 „ „	(1920)	Essex	„	(1920)
Hupmobile	5 „ „	(1920)	Hupmobile	„	(1919)
Studebaker	(Special six) run 2000m		Buick 6	„	(1920)
Willys-Knight	5 Pass. Tour.	(1920)	King 8	„	(home made)
Essex	5 Pass. Touring	(1919)	Renault 16/18H. P.	„	(run 3200 m.)
Cadillac	7 „ „	(1920)	Berliet	„	(new model)
Overland 90	5 Pass. „(as good as new)		Stardard	Roadster	(1919)
Dodge	5 Pass. Touring	(1919)	Buick 6	„	(1920)
Chandler	7 „ „ (slightly used)		Buick 4	„	4 brand new tyres

All these cars in A1. condition and are guaranteed as any new cars on the market.

THE AUTO CASTLE

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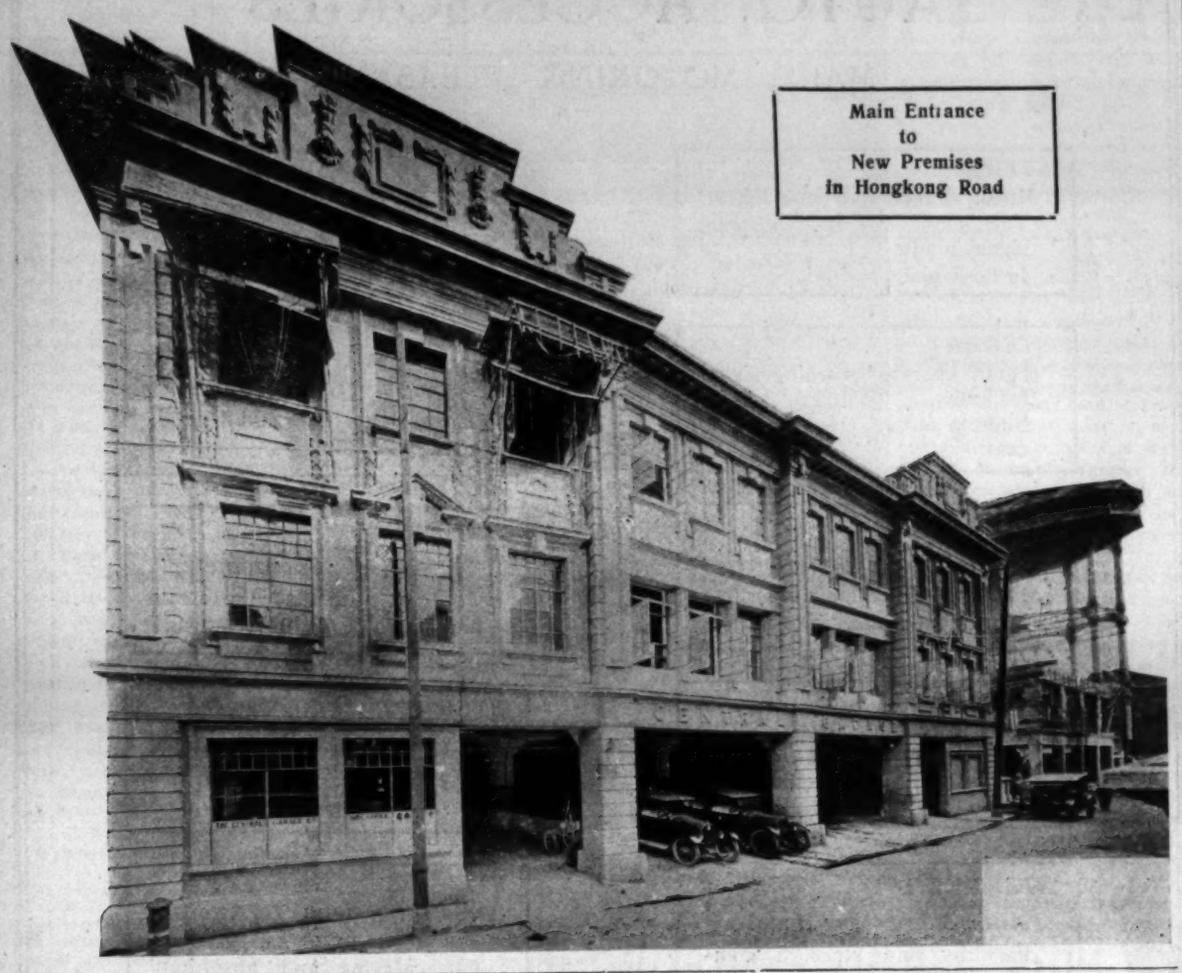
Phones: Manager's Office—Central 401
General Office—Central 402

THE CENTRAL GARAGE CO.

The Evolution Of A Great Enterprise



Main Entrance to New Premises in Hongkong Road

Central Garage, were center activities of fifteen leading car representations, has all the whirl of a Columbus Circle. Winding in and out through traffic, taxi, repair, tire and all accessories, one is ushered into a capacious elevator, "lifted" several galleries in Metropolitan fashion, and from thence through line of busy offices, waiting rooms, etc. into the big salesroom—a veritable fair ground of motor cars.

The writer in a personally conducted tour under guidance of the hospitable management, sat at the wheel of all the cars in turn, and could imagine that as a possible purchaser, there would be but one puzzle, the labyrinth of choice. Counter attraction plays a lively game on the sales floor of Central Garage.

Central's Advertising Manager says he knows why people in Shanghai buy cars. They can't get along without them. This is only half the reason, the other half being that auto markets of the world, American and European, meet here, with immediate delivery possibilities on every leading make of car in the world.

Two general classes of cars are in evidence, closely priced high class cars and cheap good cars. One can take one's choice and get the best of the dollar either way.

Mathematically the Overland leads the sales. Just when tendency of car manufacture was well toward complexity of design, Overland stepped into the market with its splendid new model in which simplicity was the guiding specification. Gravity flow of gas with the tank right under the hood where it used to be long ago, near the place of consumption, instead of far away with a pump system to get it where it ought to be, gravity flow of oil direct from the place of intake to all points in need of lubrication, are not new but tried and true feeding systems. The new triplex spring hits the bumps just right to save both passengers and car from damage and jar, and adds durability to resilliency. The new Overland Four has every compensation, low gas consumption, good looks, easy riding qualities, low price.

Willys Knight, in refinement of coach work, beauty of line and completeness of convenience, keeps pace with the efficiency of the wonderful engine, when smooth and quiet power sends it skimming over the highway. Prominent among commendable body details are low, comfortably tilted seats with hand buffed, long grained upholstery, French pleated; stream line design, with slanting windscreen. Willys Knight sleeve valve engine is the basis on which the popular car rests its performance. The engine is so simple, so free from wear that it almost never needs adjustment.

Templar, pronounced the handsomest small car on the market, is a leader at the Central Garage. In this car clever designing has wrought triumph. It has class, power, beauty and finest material. Templar owners say they are getting more than twenty miles per gallon, which is a distinction in these days of heavy rolling stock. The supremacy of the four for long, hard, satisfactory service, is proven by its universal use in racing cars and trucks.

The Mercer Sport model—a bachelor's best recommendation, is another surpassing success of the four cylinder motor. Fast, powerful, real class, are its outstanding qualities. Actually developing seventy horse power, it passes them all on the road.

Prominent among other showings at Central is the Winton Six, a car free from experimental risks—one in which the owner may place his faith absolutely. A genuinely good car is all the more highly esteemed when it pleases good taste and has the universal charm of beauty, and it is precisely that charm that distinguishes the Winton Six and makes it an exceptionally desirable possession.

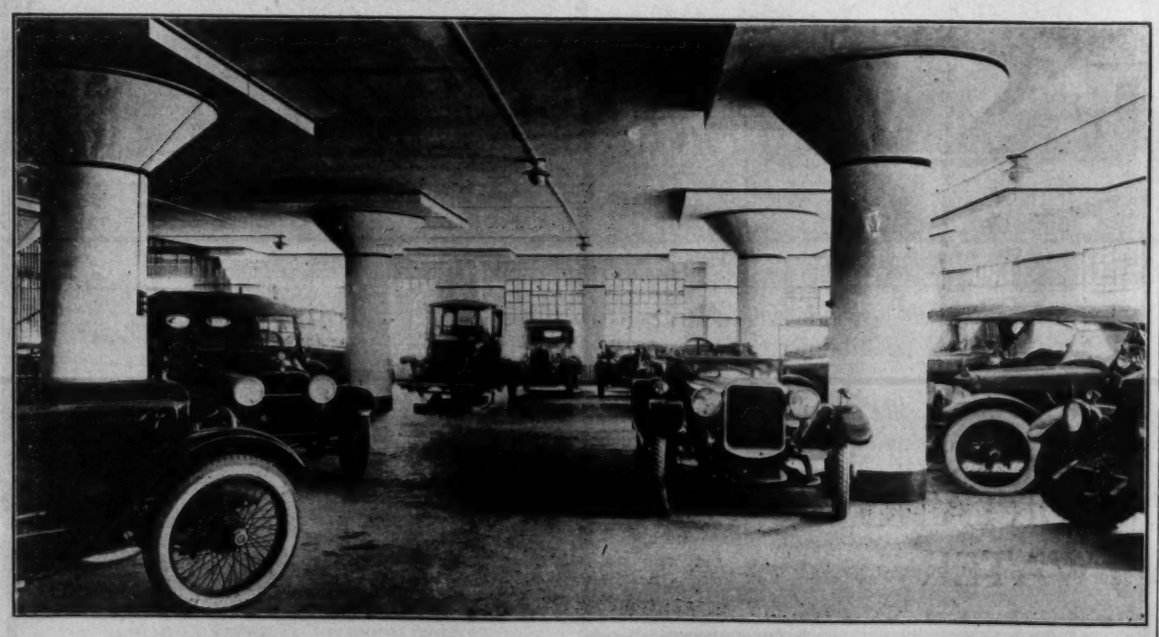
Of English manufacture, there are clamoring for attention, Morris Oxford, Sunbeam, Woolsey, Angus Sanderson, Armstrong Sideley and Auto Carrier. English manufacturers have not gone in for large scale production, according to Central's proud sales manager, in whom one sees quite obvious homeside partiality. Without doubt English cars are singly made and assembled with a nicety not generally found in the bulk manufacture of our buzzing American factories. Lines of English cars are as different from American ones as round toed English walking boots are from smart high heeled American walkovers—each desirable in its own way.

The Auto Carrier is pioneer of the light car industry in Britain. Morris Oxford is an elegant, flush sided, stream line torpedo, manufactured from finest materials. Oxford Sideley—the motor carrier of perfect comfort, and one which owners clamor to recommend, are representative of the best motor cars of English origin.

To complete the versatile offerings to discriminating purchasers, Central Garage has aded the distinctive Italian car, Bianchi—pronounced one of the highest expressions of mobile expression.

Not neglecting the needs of a growing community for strong, powerful hauling facilities, Central offers Garford, Federal and Dennis trucks, with which prospersous firms are fast providing themselves. These names are names to be reckoned with when anticipating truck buying. Central Garage tyres anything. Firestone and Lee, both or either, in all sizes and kinds are available in stock, with best service facilities back of them.

All reports of automobile and accessory firms in this issue written by
MAUDE CYLER
Special Trade Writer
The China Press



SALES GALLERY—CENTRAL GARAGE

THE VAUXHALL

ROBUSTNESS

is the keynote of this splendid car. Made in England with British throughness, the Vauxhall combines the characteristics of Sound Construction, Liveliness, Sweetness of Running, Smooth Riding, Accessibility and Elegance of Appearance.

THE SHANGHAI HORSE BAZAAR AND MOTOR CO., LTD.

MOTOR CARRIAGE

CLEVELAND

It is no longer the exclusive privilege of the rich to motor under the very best conditions. The "CLEVELAND" is considered as the "Peer" of Light Motor Cars in smartness and in workmanship, yet its cost is relatively small when compared with others.

Inspection is invited at our Exhibit at the Automobile Show at Stands

Nos. 68, 69, 70, 71, 72, 73, 74, 75 and 76

Max Friedman

SALES MANAGER

CHINA MOTORS, LTD.
Operating
THE STAR GARAGE and THE EASTERN GARAGE, SHANGHAI
and
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Main Office and Showroom:
123 Bubbling Well Road, Shanghai

A Million Dollar Enameling Plant For Motor Cars

The magnitude of the motor industry is again emphasised by a description of the new enameling plant added to the Oldsmobile manufacturing facilities at Lansing, Michigan, U.S.A. This plant is housed in a building 365 feet long (111 meters), 95 (28 meters) feet wide and three stories high. It is of the most modern type of daylight construction and is fireproof throughout. This single unit of the Oldsmobile factory, together with its equipment, represents an investment of a million dollars.

The enameling process as perfected in the Oldsmobile plant is almost entirely automatic. On the first floor, all parts that are to be enameled go through an extensive cleaning process by which all oil and dust is removed and the surface prepared for the first or primer coat of enamel. The parts are therefore chemically clean when they leave this department.

From here they travel to the second floor, where they are again gone over to remove all dust, and then inspected. At this point the parts are put on a traveling conveyor and started on a journey which takes four and a quarter hours to complete. They are not touched by human hands until taken off the conveyor—finished products. The system is electrically operated throughout.

Each enameled part passes through three dipping tanks and four huge ovens. The tanks are located on the second floor and the ovens, in two rows of four each, are located on the third floor. On another line is a single oven used for repair work. Openings were left in the concrete floor on this third line for additional ovens when production requires them. Present equipment will produce parts for 450 cars per day.

Now let us follow a part as it travels its long automatic route via the 750 foot long endless chain conveyor. From its starting point on the second floor it passes up into a preheating oven on the third floor and is baked absolutely dry in preparation for the first or primer coat of enamel. This oven, like all the others on the line, is divided into three heat zones controlled by recording instruments. The recording instruments are set for these temperatures and automatically give perfect heat control, thus insuring absolute uniformity of finish.

From the first oven the part now descends—automatically—to the second floor to be dipped for its first coat of enamel. Traveling toward the next oven at the rate of 20 inches per minute, ample time is allowed for the enamel to level out before reaching the electric heaters. From this point on, the process is twice repeated—dipping into enamel and then baking at three intense heats.

The following facts concerning this equipment and its operation give a fairly good idea of its immensity:

An electric current of 440 volts is required to operate this plant and an average of 6000 KW hours is used daily on present production. Each enamel tank is 18 feet long by 9 feet deep and contains 6000 gallons of enamel. All the tanks are connected with tanks buried underground outside the main building, and in case of fire will automatically empty themselves in twelve minutes. Each tank is also connected with steam driven clarifiers located on the first floor where the enamel is clarified. These machines run at 17,000 revolutions per minute.

After coming out of the last finishing oven, 365 feet from the point at which they were put on the conveyor, the parts are taken off the chains, inspected, and delivered direct to the assembly lines where they are attached to Oldsmobiles in process of building.

Is A Mile A Mile?

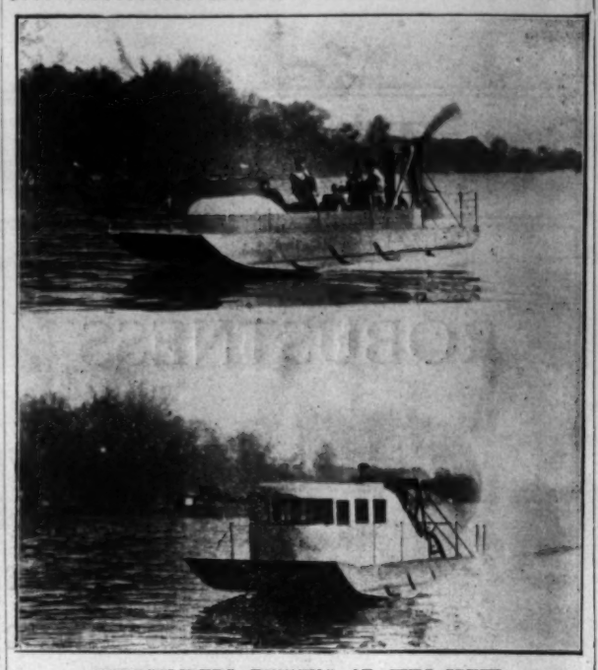
How far is a mile?

The mile is 1,780 yards, as our forefathers were wont to measure distance; but we moderns apply the yardstick of time so that distance depends on the mode of transportation.

Horses, street cars, trains, automobiles, locomotives and airlanes make the mile a variable and elastic quality.

Any machine which annihilates space and time cannot logically be called a luxury. No one ever argues that the railroad, telephone, telegraph, wireless, typewriter and other time and labor saving devices are luxuries.

HYDROSLIDERS IN CHINA



HYDROSLIDERS RUNNING AT FULL SPEED

The accompanying illustration shows a new type of shallow draft boat with air propeller, a so-called Hydroslider, running at full speed. Such boats have found a market in China where they are in operation at the present time.

Hydrosliders are built by a well known French firm in varying sizes and speeds, the latter covering from fifty five to ninety kilometers per hour.

One of the boats has been sold to the Governor at Canton, where it has proved its reliability and high efficiency. Another is being used for the purpose of carrying on regular trips on the Upper Yangtsze between the cities of Ichang and Chungking, and it is further planned to establish regular communication on the shallow rivers in the interior by Hydrosliders on a large scale.

Much attention is being paid to these Watersliders of immense speed in most of the European Countries. During the War they rendered excellent services to the French and British Armies, as well as to their Expeditionary Forces in the Colonies. So they were used for fighting purposes and as means of communication in Mesopotamia.

It will give an idea of their efficiency to state that the trip from Bagdad to Bassora on the water which takes at least 12 days was easily completed by them in 24 hours.

Being of a very slight draft, they are especially fit for navigating the typically shallow Chinese Rivers, for the transport of passengers and articles of light weight. By their light draft they are not at all affected by strong currents and in rapids, and loose under most trying circumstances neither in speed nor in manageability.

The production schedule of General Motors for the calendar year 1920 totals 612,000 automobiles and trucks. The first nineteen weeks of the year shows that the factories are keeping well up to this figure. Production to May 22 totalled 188,804 cars and tractors, an increase over the same period in 1919 of 48,000 cars, or nearly 35 percent. This fall it is expected that 12,000 cars, trucks and tractors will be completed each week in the General Motors' factories.

Stewart

AUTO ACCESSORIES

MAKE MOTORING PLEASANT.

STEWART
Motor Driven Warning Signal
The most reliable warning signal made.
In three sizes and prices.

STEWART
Vacuum System
Banishes every feed trouble.
Saves 10% to 15% of gas.

STEWART
Hand operated warning signal for autos.
Built to outwear two or three cars.

STEWART
Speedometer for Fords
The most accurate and dependable.

STEWART
Magnetic Type Speedometer
The most dependable recording instrument made.

STEWART
Motor-cycle Speedometer
Built to withstand the strain and stress of motor-cycle use.

STEWART
V-ray Searchlight
A necessity for night driving, scientifically built,—1000 foot projection.

STEWART
Hand operated warning signal for motor-cycles.
Ensure the right-of-way.

STEWART
Auto Guard (New Model)
Flexibity and strength combined for Auto protection.

STEWART
Warning signal for motor boats
Far carrying and absolutely reliable.

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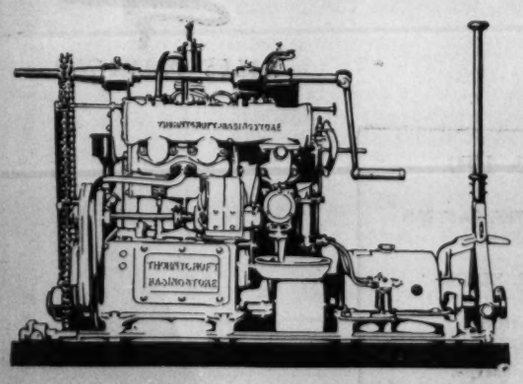
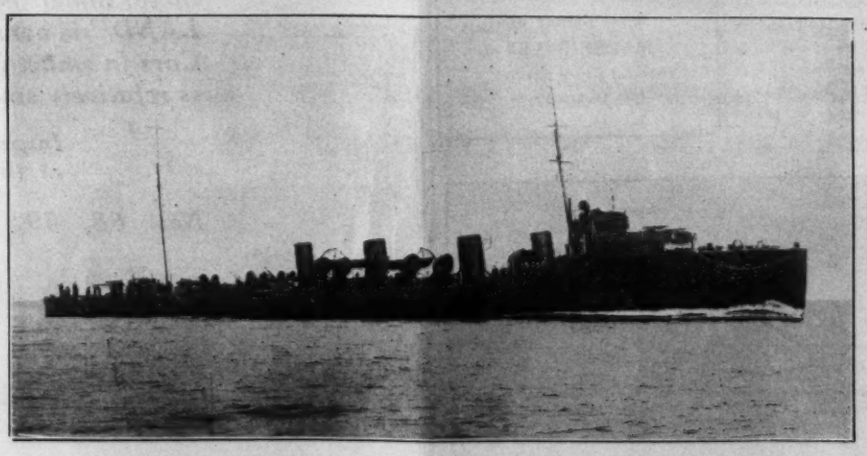
ENGINEERS AND SHIPBUILDERS

MARINE MOTORS
15 h.p. to 75 h.p.





SEE
STANDS Nos. 34 and 35
FOR
MODERN TRANSPORTATION
LAND AND WATER

TRUCKS
2 to 5 Tons

HUDFORD MOTORS

SELLING Fords by telephone is the unique experience of Dodge, Seymour & Company, according to its genial motor manager, Mr. F. B. Bills. Perhaps we shall yet be able to buy Fords from vending machines. It would be a expeditious purchase to drop a few dollars in the slot, watch the thing roll out, jump in and ride away. The first need for salesmen, we are told, is to give information about their goods. For this purpose they have little place in a Ford Agency, as we all know all about Fords. If we did not, we would not admit it. The engine was built so well in nineteen hundred and seven that in fourteen years the manufacturer has not seen fit to change it. Ford Automat is an interesting possibility.

A farmer, the story goes, died leaving three thousand dollars to each of his two sons. The first kept face by buying a big motor car, while the second bought a Ford. One day the first paid a visit to the second and was taken for a two speed ride over the country roads. Spinning along at a lively clip, the second ventured to ask his brother how he liked the car. "Seems to run along fine, but what is that I hear rattling?" "Oh" said the owner, triumphantly, "That's the two thousand in my pocket,—I had it left!"

CAN GO ANYWHERE

Wonderful what a confortable feeling a few dollars left over from the purchase of a car does give, and how on the contrary, big investment in depreciating, unpaid for, rolling stock does set like a pair of blue spectacles clouding the landscape.

The Ford can go anywhere. It follows the cowpath into unopened regions, nosing its way into and over the desert sands, up devious mountain passes. Patiently furrowing its way, it foreruns commerce, makes way for road development, to be followed by big motor traffic at a later time.

Three or four years ago we watched proud Southern farmers in the United States, after successful seasons in cotton, in their procession of pleasure bent Fords, burrowing along the deep sand roads, following little self made furrows of corduroy. A new model altered the tread about six inches, making serious complications of adaptability to roads. It took sometime to discover what was the matter, the while friend farmer had a difficult and wiggling steering task until a second corduroy was cut. It was a big road achievement when furrows were cut for both treads of Fords.

Mr. Bills has just returned from the interior where his pioneer cars pushed lightly and easily along the ox cart trails, into most difficult and picturesque places, to the whir of the moving picture machine, registering moving impressions for display in urban America, under Mr. Ford's direction.

WIRE WHEELS ALSO

Many attractive bodies are available for the Ford Chassis. Classy looking Coupes, with full ignition equipment, self starter. white wire wheels, grey upholstery similar finish in genteel looking limousines: laudalettes with adjustable all weather tops, canvas or plate glass back, and speedsters, in addition to the popular stock bodies in either roadster or touring size.

An entirely new departure is the extension of the wheel base to one hundred eighteen inches, mounting it with special stream line body and hood,—as handsome a car as can be seen on the street, yet supported by the sturdy and economical, standard Ford motor.

The name Hudson Super Six carries unusual gentility. Its high power,—seventy-two per cent greater than other motors of its size, makes it popular with the most sportsmanlike owners. Its quick pick up and high speed will give the dust to the most ambitious drivers and blind the ardor of one whose zeal pushes the throttle wide open.

Hudson standards of beauty and elegance satisfy the tastes of the most aristocratic people, whereas its comfort, endurance, reliability and economy commend it for touring trips.

Among the artistic choices of bodies may be mentioned seven or four passenger phaetons, pacious sedan, providing ventillated cowl and heated rear compartment, permitting of perfect temperature control in any weather. The cabriolet. coupe, limousine, touring type and roadster offer wide selection.

ESSEX "CLASSY" CAR

The Essex is example of rapid rise of a new car to market supremacy in a short span of years. The factory first made a good car and then proceeded to spend money generously through the best advertising mediums to get the product before us. It now stands alongside the best known cars on the highway.

Miles per gallon and miles per hour were the guiding speed specifications under which the Essex was built. Body lines are as graceful and distinctive as of most expensive cars, seats are ample and well proportioned and the whole appearance is dignified and genteel.

Absence of vibration and purr of carefully adjusted motor give all the satisfaction of a six cylinder. The Essex was built to be and is a half way step between cheap cars, oftimes sacrificing comfort and acceptable appearance for economy, and the more elegantee which cost out of proportion to buying ability of masses with moderate income.

An important consideration in the purchase of any motor car is the local agent. After all we are a long way off from the factory and our only security, in enforcing the guarantee of satisfaction lies with the man on the ground. Dodge, Seymour & Company are certain exponents of generous and skillful service.

"THIS IS NO FIVE PASSENGER CAR"

ROCKS NO HINDRACE TO FORD

FORD PIONEERING A MARSHY ROAD

FORD AT FINISH OF INTERIOR TRIP

Societe Franco-Chinoise de Constructions Metalliques et Mecaniques (Kiousin) Shanghai.

CAPITAL Tls. 1,200,000

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HYDROGLIDERS DE LAMBERT

SCHNEIDERS & Cie (Le Creusot, Chalon, Le Havre, etc., and Their Subsidiaries)

FRAMERICAN Industrial Development Corporation, New York

Supervision & Maintenance of the Fleet of the Cie des Messageries Maritimes

MOTOR CHANDLER CARS

"EACH ART HAS ITS MASTER WORKER! Its Michael Angelo—its Paaerewsky—its Shakespeare—its Sarah Bernhardt."

Among Motor Car Designers in the last few years, the fellow who designed the CHANDLER Automobiles has won international Fame, and Posterity will write his name in Motor History as the MASTER OF HIS PROFESSION.

In his Creation you will notice the same inspired genius and finesse of touch as in the Art of Angelo and Shakespeare.

Inspection is invited at our Exhibit at the Automobile Show at Stands Nos. 68, 69, 70, 71, 72, 73, 74, 75 & 76.

Max Friedman

SALES MANAGER.

CHINA MOTORS, LTD.

Operating
THE STAR GARAGE and THE EASTERN GARAGE
SHANGHAI
and
YIH CHONG GARAGE, PEKING
HANKOW AGENTS - - - THE FRENCH GARAGE
Main Office and Showroom:
125 Bubbling Well Road, Shanghai

Diary Of A Cargo Of Freight

China Garage Co. Freight Truck Service

The China Garage Co., through its train of Republic, Federal and Garford trucks, is operating the biggest motor freight service in the Orient. Occidental push in trade development will not long permit of slowly moving, carelessly handled cargoes. Time and safety are essence of trade development, and every day finds us nearer scientific carrier development. The China Garage Co., now having as going realities heavy freight carriers, now proposes to launch into the passenger bus business.

Manager Neubourg is of the modern school of business methods —that which is founded on co-operation. He sees peril, existent and pending, in the practice of price cutting and rebating in sale of trucks. "The one price system," said Mr. Neubourg, "must prevail.

"Scientific manufacture has provided the market with wide choice of high class trucks, all of which have been openly priced in the factory at carefully calculated margin, which provides dealer's fair profit. Such figure forms the only sound basis for selling price, the latter being arrived at after allowing for exchange fluctuation, carrying charge and duty. Such prices would be uniform and could be quoted quite confidently and with full protection to all.

"A liberal process of training is due truck buyers on discount due to recommendations of cumshaw thirsty drivers, who, upon wink from salesman at the strategic moment, strongly endorses what may be the least acceptable machine on the market.

"Our firm is standing pat on the one price, no rebate policy, and are sure that this, the only sound thing, will win out."

Building For Permanency

Transportation is the life blood of civilisation as we live it, the cement which binds together the veneer separating modern man from his primitive ancestors.

Without transportation of goods and human beings, without intercourse between communities there would be no industry; without industry there will be no wages paid to labor, no dividends to capital, little interest paid on debt, no rents to property owners, no surplus profits could exist.

Without transportation between communities there would be no need to create a surplus of goods, for no market would exist. Were there no transportation between communities the village shoemaker could supply the demands of his community. Each home group would house a multitude of miniature industries for the manufacture of the few essentials of the family. The women folk would spin and weave and bake, the men do carpentry, metal work and farm. That was Arcadia—fine to read about in books. Our daily food, raiment and shelter resolve themselves into raw materials plus labor, plus transportation.

The automobile is the most ingenious mechanical contrivance man's brain has yet devised. It is related to our social, commercial, and economic life as no other single piece of machinery, because it is more than a mere machine.

The automobile is a mode of easy, economical, convenient transportation, that elusive, invisible, intangible commodity. Its function is supplementary, commencing where all other modes of transportation leave off.

And such thoughts are not the idle vaporising of a mind of a philosophical turn. Such logic is at the very bottom of your business—the permanency of your business of furthering the sale of automobiles.

The problems incident to transportation were with the world at its beginning, are here today in more amplified form because of the intricacies of life and will be with us until the end of time.

It behooves you not to sell just one car, nor yet your year's allotment. That is incidental. The job you have cut out for yourself is to help supply the deficit of transportation and you cannot hope to do it alone, neither may you hope to accomplish it this year, next year or in years to come.

Anomalous as it may seem, the harder you may strive, the more sales you make, the greater will become the apparent deficit, because you have uncovered it.

Only when that has been accomplished may you truthfully say to yourself your work is complete and the sale of motor cars in your territory offers no further possibilities.—"L. B." in Oakland Sales News.

All reports of automobile and accessory firms in this issue written by

MAUDE OYLER

Special Trade Writer
The China Press

A Modern Romance

BY A MOTOR CAR

When Salesmanship sells me, he does not merely sell a skillfully made piece of machinery.

He sells travel and the romance that goes with it. In work, at play, at home, in travel—I bring the romance that makes life more vigorous, more healthful and happy.

Fiction, with its endless tales of daring, fame, love, honor and woe—it does not know Romance.

With Salesmanship guiding my destiny, I have been pushed onward by the magnetic force of adventure, the call of trackless wastes and the throbs of civilisation.

Since the day of my birth, I have revelled in keen, life-giving excitement. The pitfalls of my early life were numerous. I was young and could not readily defend myself against the scoffs and ridicules that were my constant lot.

I was stupid. The mass of money spent on me for a schooling and proper cultivation by my benefactors was appalling. Resoluteness and ingenuity kept me alive, and as I grew older, I emerged from my adolescence with rapid strides.

Led by Salesmanship, I pushed onward until now I roll, dart, burrow, bump and plod my way into primeval tracts all over the world. I am the advance guard of the new era, the great disciple of civilisation.

I live in the ecstasy of adventure. Millions of those who accompany me have been enraptured by Romance, which takes us—

To the majesty of Alpine summits—the roar of the angry Pacific surf; across the frozen fjords of Iceland—the plains of Patagonia; through Oregon's vast redwood forests; across the blistering sands of the Gobi desert; over yawning and precipitous ravines—

Thousands of miles of smooth European roads; onto beautiful Brazilian vistas; across the thundering or serene Congo River; to view the grandeur of a Chilean sunset—the beautiful panoramas of South Africa; to pierce the jungles of India; past the pyramids of ancient Egypt—

To the ashes of Mt. Etna; to quaff Burgundy's vintages; into the fastnesses of Portugal's Estrelhas; across Spain's vast plateau—the Siberian steppes—Australia's ranches; into the Sultan's Mohammedan realms—

To wonderful oases and places of bleak desolation, where man's exploitations have barely touched.

Men of vision and foresight, with keen salesmanship instinct, have marketed my merits so that I have become an invaluable asset to the business man, farmer, tourist, pleasure seeker, nimrod and explorer.

I offer the quiet of the woodlands, the grandeur of mountains, the beauties of the plains. I make trout streams and lakes accessible to the fisher—forests to the hunter—and to the tourist—the world.

I reduce distance rapidly and comfortably and multiply the time at the disposal of my busy owner.

I offer greater attraction to the men of large families because the enjoyments are economically increased. Old people delight in my rambles through shady vales and over farm country.

In a few seconds I transform sweltering sun and sultry air into an invigorating balminess. Those who seek health find it in the great open. Tired, sick, restless people—all find a delightful newness and added attractiveness in life as they glide through the cool, crisp air, or in the blissfully quiet and reposing haunts of nature to which I take them.

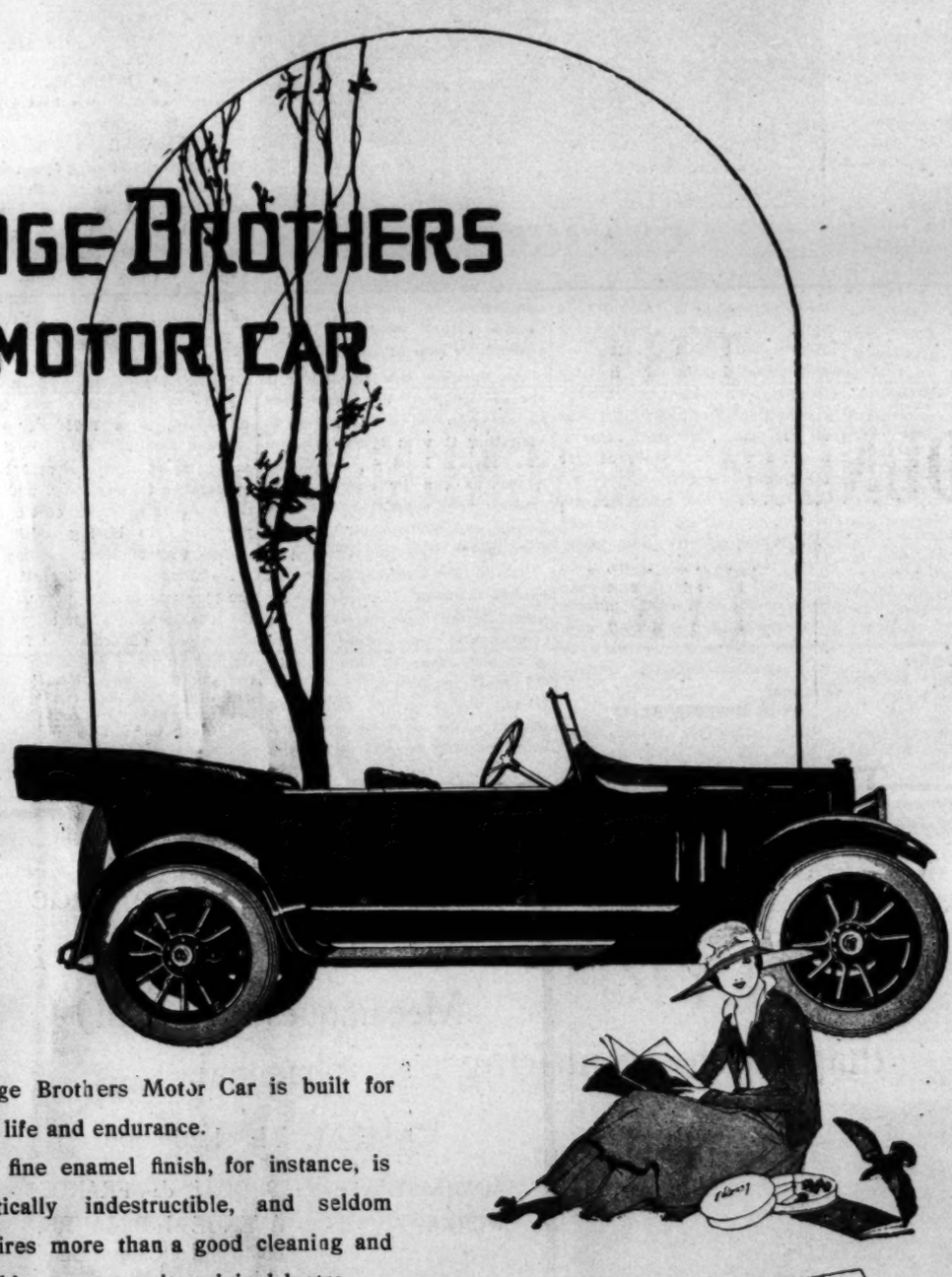
They return to their homes and business with greatly refreshed vigor, augmented ambition and revived health.

I am glad there are so many distributors and dealers to whom the sale of me means more than the immediate profits involved. To these men, business is primarily an opportunity for service, and their dealings with me are most attractive because I offer greater opportunities of this kind than any other business in the world.

Invention is my father. Service is my mother. Salesmanship is my tutor. I am young, but already I have learned the great fundamentals of economy, comfort, efficiency, energy and endurance.

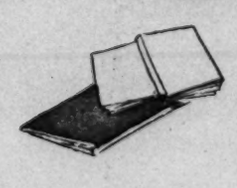
As our family increases and our usefulness to mankind grows, then those who have faith in us will prosper by their foresight and our accomplishments.

DODGE BROTHERS MOTOR CAR



Dodge Brothers Motor Car is built for long life and endurance.

The fine enamel finish, for instance, is practically indestructible, and seldom requires more than a good cleaning and polishing to restore its original lustre.



The gasoline consumption is unusually low.

The tire mileage is unusually high.

Inspection is invited at our Exhibit at the Automobile Show at Stands Nos. 68, 69, 70, 71, 72, 73, 74, 75, and 76.

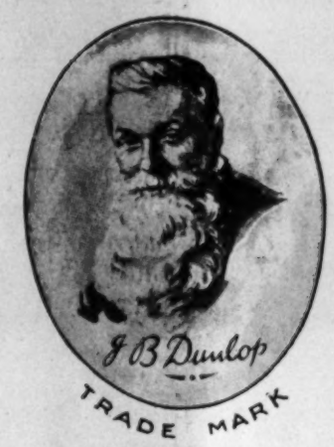
Max Friedman

SALES MANAGER

CHINA MOTORS, LTD.
operating
THE STAR GARAGE and THE FAR EASTERN CARAGE
SHANGHAI
and
YIH CHONG GARAGE, PEKING
125 Bubbling Well Road, Shanghai.
Hankow Agents
THE FRENCH GARAGE
Main Office and Showroom:

Stand 33

Automobile Show

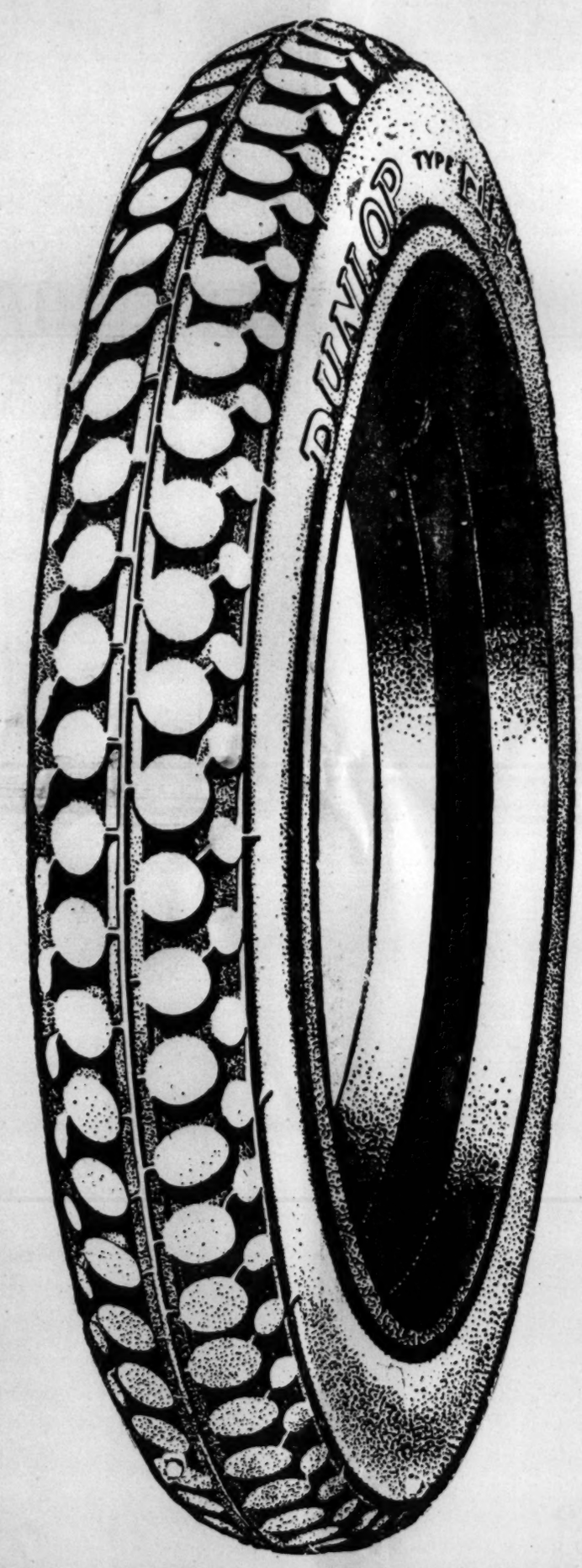


Stand 33

Automobile Show

THE DUNLOP MAGNUM TYRE

The latest and best development of the TYRE that made motoring possible



THE DUNLOP MAGNUM TYRE

The latest and best development of the TYRE that made motoring possible

DUNLOP

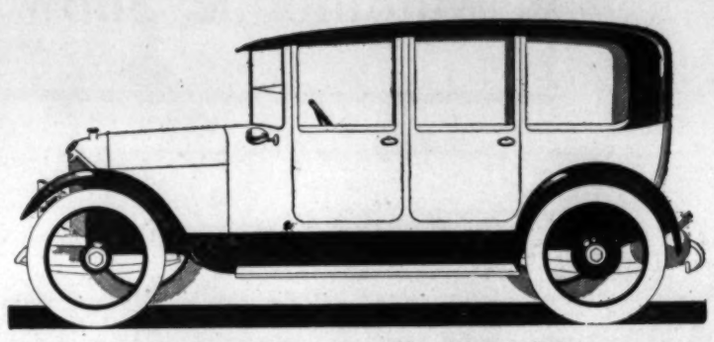
RUBBER COMPANY (CHINA) LIMITED

Founders throughout the world of the pneumatic tyre industry

Phone: C. 2248 20 Kiukiang Road Cables: "Pneumatic"

Crossley
Of Gas Engine Fame

The Quality Car



25/30 H.P., R.F.C. MODEL.

The only Car being used by the Prince of Wales in India twelve Crossleys having been officially ordered for this tour.

A price reduction of 15% has recently been made on the 19.6 H. P. model Crossley.

CROSSLEY 7 SEATER TOURING AND LIMOUSINE LANDAULETTE WILL BE ON EXHIBITION AT THE AUTO SHOW

CHINA MOTORS, LIMITED.

D. C. WEIR. RESIDENT REPRESENTIVE IN SHANGHAI FOR CROSSLEY MOTORS, LTD.

Shanghai Automobile Show

(Continued from Page 3)

E. J. Surman, Jardine, Matheson and Co., Ltd.

C. J. White, The Central Garage Co.

K. Y. Yao, Wah Chang Trading Corporation.

George Wilson, The Asiatic Petroleum Co., (N. China), Ltd.

A week after the organisation meeting there was a meeting to elect a chairman and other officers, at which time Mr. V. A. Dodge, of Dodge and Seymour (China) Ltd., was chosen chairman. At this meeting Mr. C. J. White was elected chairman of the Building committee, Mr. Leon Friedman chairman of the entertainment committee, Mr. H. S. Honigsberg chairman of the House committee, and Mr. E. R. Bradley, since deceased, chairman of the adevrtising committee. At a later meeting Mr. H. L. Steiner was chosen Secretary, which post he filled until his departure for Manila.

On Oct. 15 Mr. Dodge was compelled by busines to leave for America, and in his stead Mr. C. R. Burkill was elected to the chairmanship, and Mr. Joseph J. Keegan was made Honorary Seecretary to fill the place vacated by Mr. Steiner. Mr. Morton W. Buck was elected treasurer, a post he has filled from the first.

Great credit attaches to the members of the Executive committee past and present, and to its officers. On Mr. West devolved the task of selling the spaces at the show, in which work he was aided greatly by Mr. Buck, of the China Mutual Trading company. The committee treasurer has a wide acquaintance in Shanghai, especially in the British community, and this was a valuable asset in interesting British firms in the show.

The man to whom all are thankful is Mr. C. J. White, chairman of the building committee. He has been a tower of strength from the first, and after the show was organised he did more than anyone else to bring it into actual being. All the immense buildings at Verdun gardens, with their decorations, were put up under the direct supervision of Mr. White.

Others who are deserving of great credit for their work in connection with the show are Messrs. E. J. Surman and W. C. Gomersall, of the firm of Jardine, Matheson and Co., Ltd. On them devolved the lighting arrangements, one of the really big jobs of the show. Mr. Honigsberg, of the House committee, and his associate, Mr. Giovannini, had an endless amount of detail work to do, and that they performed it to the satisfaction of all concerned speaks well for their industry and enterprise.

As Hon. Secretary of the committee, Mr. Keegan has had a vast amount of correspondence to take care of, and other work to do, and that he was willing to give of his time and energy to this work speak volumes for his public spirit.

Following the death of Mr. Bradley, which was a blow to all the members of the committee, Mr. H. O. Hashagen, of the Standard Oil company, was made chairman of the advertising committee.

To these men, then, Shanghai is indebted for its first automobile show.

On Auto Row

Official announcement of factory shipments during August last show that the automobile industry is running at the rate of sixty-one percent of the 1921 record. While this is not all that could be desired, it shows that the industry is beginning to pick up momentum again.

• • •

The Cadillac Motor Car Company recently announced that it was operating on about a seventy percent of normal schedule, with 4,000 men on its payroll, a substantial increase over two months ago.

• • •

A survey of the fuel field during the first seven months of 1921 shows that gasoline has dropped approximately thirty percent in wholesale price. The average wholesale price in thirty of the principal cities was 20.3 as compared with 28.9 on January 1, of this year.

• • •

It is a happy announcement that comes from the Motor and Accessory Manufacturers' Association, to the effect that reports from 300 of its members show that during July their business increased 178 percent over June. Obviously, with parts makers increasing their output at this rate, during a period of normal slackening, the automobile industry is getting back toward normal production.

• • •

Durant Motors, Inc., has formally begun production of the Durant Six at Muncie. The former Sheridan plant where this car will be built will be considerably expanded to raise its present production facilities, which are equal to 25,000 cars per year.

Vacuum Oil Company

The activities of the Vacuum Oil Company, local management of which is housed in beautiful offices overlooking the Bund, are so enormous one scarcely conceives of what must be the gigantic demand for oil and by-products, until one sees the elaborate organisation necessary for maintenance of production.

Eastern oil is the cry of careful motorists. They know the importance of feeding the delicate engine with smoothest and best lubricant. The four plants of the Vacuum Oil Company are decidedly in the favored "Eastern district," two being in richest oil section of New Jersey, and the remaining two in New York.

From Truck farm to tank farm would be an appropriate title for story of transition of the largest and finest of the company's refineries, the one in Paulsboro, New Jersey.

A few years ago the site was a peaceful homestead on the river bank. It now presents quite a different view. Numerous tanks and buildings arise around it. Along what was once a sloping beach, there is now a modern concrete bulkhead more than a thousand feet long, with depth of water sufficient to provide berths for the largest tank steamers afloat. There are in the tank farm now one hundred supporting tanks with capacity of over a million barrels. By remarkable engineering feat, a pipe line under the Deleware River connects these tanks with large trunk lines from the Pennsylvania oil fields. Roads have been made through the plant and about three miles of railway trackage laid, to permit of placing cars in various departments to avoid rehandling of material, and thus speed up production.

Vacuum's other three plants are hives of industry and turn out millions of barrels of oil every year. The four plants comprise, in all, an area of territory equal to a good sized county; buildings of proportion and output in volume to do credit to a whole municipality.

This enormous development is certain proof of the merit of Vacuum products.

Beldam Tyre Co.

The Beldam Tyre Co. (1920), Ltd., of Brentford, Middlesex, England, is exhibiting a range of some of their popular tyres, in stand number 27.

They are showing their unique Combination "V" Steel-Studded Tyres, which are claimed to be the only all-weather, all-roads tyres in the world. These tyres show great strength.

The Beldam "Bull Dog" Tyre is conspicious owing to its elegant appearance and finish. With its black tread and red band around its walls, it is an attractive tyre. The thickness of the heavy tread is obvious and its non-skidding features are distinctly novel.

Beldam Motorcycle Tyres, all 4-ply, are made on the lines of their big brothers, the Automoble tyres. They are great favorites in the motorcycling world in England and should also appeal to motorcyclists in this country. The motorcycle tubes are "butt-ended" which obviates the removal of the wheels when the tubes have to be changed or repaired.

The Beldam Motor Tubes are red and are specially moulded, having a heavier section on the part next to the rims, which is exposed to greater wear and tear.

The North China Produce and Import Co. of 39a Canton Road, are agents, and the tyres are also obtainable from all leading garages.

OILS

Almost involuntarily when oils are mentioned, the name of the greatest refiners of petroleum comes to mind. The outstanding name is that of the Standard Oil Company of New York. Early indentified with commerical development in China the Standard Oil Company of New York has uniformly sold efficient goods of high quality, with the consequence that in China as elsewhere throughout the world the name of the Standard Oil Company is a guarantes of quality, efficiency and economy in all that pertains to lubricating oils and associated products. As a mark and pledge of its good faith the Company sells its goods under the "SOCONY" trade-mark and sign. The guarantee of the Company goes with every brand of lubricating oil, and product refined or produced by them.

SEE OUR DISPLAY IN BOOTH 30 AT THE SHOW

SO NY SOCONY TRADE MARK 美孚行 STANDARD OIL CO. OF NEW YORK

STANDARD OIL Co. of NEW YORK

"LORRIES-CAMIONS-TRUCKS"

call them whichever you like, the meaning is always the same—better, faster distribution of your goods at a less cost.

FEDERAL

will reduce your transportation costs

Whether you are a plantation owner, a manufacturer, a merchant or whatever your business, FEDERAL Motor Lorries will handle your transportation on a faster and more economcal basis than the transportation you now use. unless of course, you are already FEDERAL equipped.

Ten years of exclusive Motor Lorry engineering has resulted in the mechanical perfection of the FEDERAL.

In justice to yourself—in jutice to your business—become informed on FEDERAL transportation.

Write us for free magazine
"Traffic News"

GARFORD

97 6/10% Satisfaction

The Manufacturers SSay:

"To check up the work of our corps of Traveling Service Inspectors who call on each and every Garford owner several times a year, we wrote four thousand owners to ascertain just what degree of service each was getting.

A return postal card was enclosed with the request that the owner give his frank opinion of his Garford truck, together with his own figures of maintenance cost, mileage, etc. The result of this investigation was amazing; for example, but 2.4 per cent of the reports contained complaints. In was proven beyond all question that Garford Motor Trucks were not only giving satisfaction, but were rendering a degree of service unprecedented in motor truck history.

MECHANICAL TRANSPORT HAS BECOME AN ABSOLUTE NECESSITY IN MODERN BUSINESS

DENNIS

is well-k nown

Dennis machines are now so well known throughout the world on account of their reliability and economy in running, that it only remains to emphasize an all-important point.

The quality of the workmanship embodied in the Dennis machines is such that depreciation of these machines, given proper handling, is absolutely the minimum.

That is why the Dennis offers the best investment to users of Motor Traction.

Large numbers of DENNIS vehicles have been supplied for Municipal work and are giving every satisfaction. One City Surveyor wrote us quite recently as follows:—

> "I am highly satisfied with your Lorry and "our haulage bill has been reduced by some "£8 per day, and further reductions will "be possible."

We are always pleased to help and advise our prospective customers with respect to the machine most suitable for their requirements.

WE SHALL BE HAPPY TO ANSWER ALL INQUIRIES AT BOOTHS 40-44 AND 47-50 AT THE AUTOMOBILE SHOW

CENTRAL GARAGE

DISTRIBUTORS

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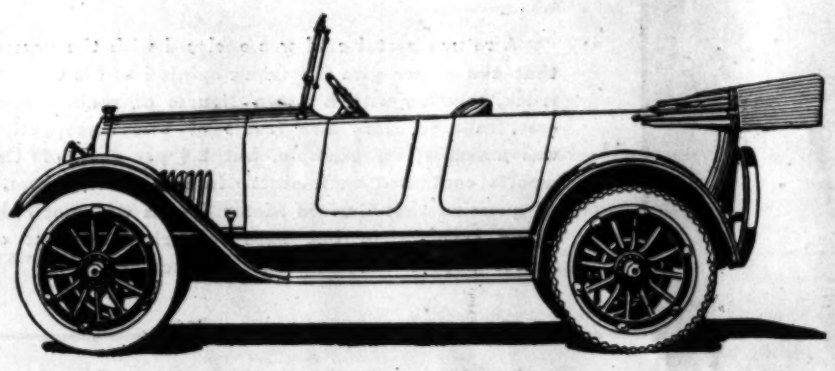
stands for

Mechanical Sturdiness, Proper Weight, Safety, Economy, Appearance and Convenience

All Ideally Combined



CHEVROLET MODEL 490

The quality of Chevrolet cars is an inherent characteristic of all Chevrolet products. It has its source in the chemical laboratories where all steels, metals and alloys are carefully and accurately tested. It is safeguarded through every stage of manufacture by the most scientific care possible.

The unusual dependability and low operating costs of the CHEVROLET MODEL 490 Touring Car are a direct result of this specific care and quality.

Everything that experience has proved essential to riding comfort and driving convenience in a closed car is embodied in the CHEVROLET "FB" LIMOUSINE. Here is a car that is the result of careful study of motoring requirements. The complete satisfaction of Chevrolet owners is due to the discriminating care in Chevrolet manufacturing. This we can prove to you by actual demonstration and an array of facts.

CHEVROLET "FB" LIMOUSINE

A CHEVROLET IS A

PROFITABLE INVESTMENT, AN ATTRACTIVE INVESTMENT, A SAFE INVESTMENT, AND AN ECONOMICAL INVESTMENT

Pay a Visit to Stands 54, 55, 56, 57, 61, 62, 63, and 64

H. S. HONIGSBERG & CO., INC.

40, Bubbling Well Road

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